PATTERSON HEIGHTS
(Strathcona Cell "A")

Revised Concept Plan and Supporting Information

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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PATTERSON HEIGHTS CONCEPT PLAN

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EXECUTIVE SUMMARY

The Patterson Heights (Strathcona Cell "A") Concept Plan addresses issues in the community from a planning perspective and recommends policies and actions to deal with them. This Plan was prepared in consultation with the Community Planning Advisory Committee (CPAC), the Coach Hill/Patterson Heights Community Association, and interested property owners. Formulation of the Plan was also supplemented by open houses, meetings and a questionnaire. Highlights of the Plan are as follows:

- Residential

  The primary residential objectives of the Patterson Heights Concept Plan are to achieve an overall Plan density in the range of 6.0 to 6.5 units per gross acre and a more balanced community providing for a variety of housing types and income levels. In addition, quality and architecturally compatible development is encouraged. Accordingly, the policies contain specific provisions concerning housing type and density, the intent being to achieve a more appropriate balance between low and medium density housing and to provide more family oriented accommodation in a high quality of suburban environment. In order to implement the Plan policies, a number of sites require redesignation (downzoning) while others are recommended for a density change from the 1981 Cell "A" Concept Plan but do not require a redesignation, to implement the proposed change, at this time. A set of design/development guidelines have also been developed to be used by the Approving Authority in reviewing multi-family residential proposals in order to enhance the architectural appearance and quality as well as to ensure compatibility with adjacent and existing land uses.

- Neighbourhood Convenience Commercial

  The existing commercially designated land on the northwest corner of Old Banff Coach Road and Patterson Boulevard is considered suitable to serve the convenience shopping needs of Patterson Heights and therefore, no further expansion of the existing site or creation of an additional commercial site shall occur. Further development on the vacant portion of the site or redevelopment of the existing portion of the site should be compatible in scale and design with its residential context.

- Radio/Television Broadcast Facility

  The existing radio and television broadcasting facility (C.F.C.N.) including any on-site expansion, will be limited to the existing site (DC 72Z86 - Site B). Any on-site expansion must be accommodated in a manner compatible with adjacent residential development. In the event that a change in use from the current broadcasting facility is contemplated, a land use amendment will be required.

- Open Space

  The City is in the process of assembling the land required for the open space and pathway system in Patterson Heights. When all land within the community is subdivided and developed, it is anticipated that the amount of open space within Patterson Heights/Coach Hill will meet the City target for new areas of 2.2 hectares of developed open space per 1,000 population. In addition to the developed or functional open space, the community is supplied with environmental reserve lands which provide for unique conservation areas. In order to encourage better utilization of the open space and natural areas, a pathway system for pedestrian and bicycle use should be developed across Patterson Heights from northwest to southeast and provide linkages to adjacent communities.

- Community and Institutional Facilities

  There are presently no institutional uses or community association facilities developed within Patterson Heights. While a location for the community association facility has been identified and funding secured, the community has some concerns regarding the current site (4 acre portion) located on the northeast corner of Old Banff Coach Road and Coach Hill Road. The community and the City examined a number of site alternatives in an attempt to identify a location which meets community needs, is central, and located as close to the proposed playing fields on the Joint Use Site as possible. As a result of that review, development of the community association facility on the Joint Use Site is recommended as the preferred location.

  Identification and conservation of the "Crandel House" as a significant heritage resource in the community is proposed.

- Transportation

  The intent of the transportation policies is to ensure a safe and efficient transportation system and to protect the residential quality of the community. The plan policies support the retention of the existing road designations. New development must respect the City's environmental guidelines established for the transportation network. Accordingly, the Plan policies contain specific provisions to achieve traffic levels consistent with these guidelines. During the preparation of the Plan, the removal of the truck route designation from Old Banff Coach Road was approved by City Council; an action supported by the Plan. As well, the speed limit on Old Banff Coach Road S.W. was reduced to 50 km/hr. The Plan also encourages owners/developers to provide parking in excess of the Land Use By-law parking standards particularly for multi-family development, in recognition of the car oriented nature of the community.

PATTERSON HEIGHTS (STRATHCONA CELL "A") REVISED CONCEPT PLAN

PREFACE

PATTERSON HEIGHTS CONCEPT PLAN REVIEW

At its meeting of 1990 February 20, City Council approved a motion directing the Planning & Building Department to review the planning policies for Cell "A", prepare amendments to the Strathcona Design Brief and the Cell "A" Concept Plan, and include, if required, City initiated redesignations.

Pursuant to Council's directive, the Planning & Building Department carried out a review of the Cell "A" Concept Plan and is proposing a revised Concept Plan. This revised Concept Plan is intended to replace the 1981 Concept Plan for Cell "A", approved by Calgary Planning Commission on 1981 April 01. The 1981 Concept Plan has become outdated and difficult to use, due to a number of land use redesignation applications which have been approved with residential densities in excess of those outlined in the 1981 Concept Plan. No amendments were made to the 1981 Concept Plan to ensure conformity between the land use redesignations and the Plan. As well, changes to the number and configuration of the Joint Use sites have been made, with no associated amendments to the 1981 Concept Plan.

This Plan summarizes the development that has already occurred in Cell "A" (hereafter called Patterson Heights) and provides the basis through the Land Use Concept Map and the accompanying policies for making future planning decisions on the remaining undeveloped lands in Patterson Heights. The Plan attempts to balance the concerns and aspirations of both community residents and landowners and to provide policies which address problems resulting from earlier developments.

A number of amendments to the Strathcona Design Brief are required in order to ensure conformity between the Patterson Heights Concept Plan, contained herein, and the Design Brief. These amendments will be processed to City Council concurrently with the revised Concept Plan and are contained in Appendix A.

It should be noted that municipal public facilities and improvements proposed or recommended in the revised Concept Plan and supporting information (e.g., regional pathways, park development) are subject to the City's capital budget priorities and approval process.

ProQuest

PATTERSON HEIGHTS (STRATHCONA CELL "A")
REVISED CONCEPT PLAN

1.0 INTRODUCTION AND PURPOSE

Community planning is the process of shaping the environment of a geographically defined area having some focal points such as parks, schools and shops, in order to ensure an orderly land use, transportation, and servicing patterns for the area and to help maximize the quality of life of its residents. The starting point for this process is an overall plan for the community - a Concept Plan. Through such a plan, information is analyzed, goals and objectives are formulated, issues addressed and a course of action determined within the context of City wide objectives. Thus, the purpose of this Concept Plan is to guide and direct decisions made by various approving authorities concerning the future use, subdivision, and development of land in Patterson Heights, a neighbourhood in the southwest sector of the city. More specifically, the Plan provides a policy framework to facilitate development of vacant lands in Patterson Heights in an orderly and compatible manner with adjacent established land uses. In addition, a schedule of implementation actions designed to address outstanding planning issues facing the community and guide the City Administration in undertaking actions and programs specific to Patterson Heights is provided.

1.1 COMPOSITION OF THE PLAN

The Plan shall comprise:

(a) Parts 1 to 5 inclusive;
(b) Appendices A to D inclusive; and
(c) the Plan Area Map and the Land Use Map.

The Supporting Information portion of the document does not form part of the adopted plan.

1.2 PATTERSON HEIGHTS PLANNING AREA

This Concept Plan applies to all lands lying within the community of Patterson Heights, as shown on the Plan Area Map 1.

The Patterson Heights Concept Plan covers approximately 169 gross hectares (417 gross acres) of land and is located in the northern most portion of Strathcona, bounded on the north and east by Sarcee Trail, on the south by Old Banff Coach Road and Coach Hill Road, and on the west by the 69 Street right-of-way (city boundary).

1.3 AUTHORITY OF THE PLAN

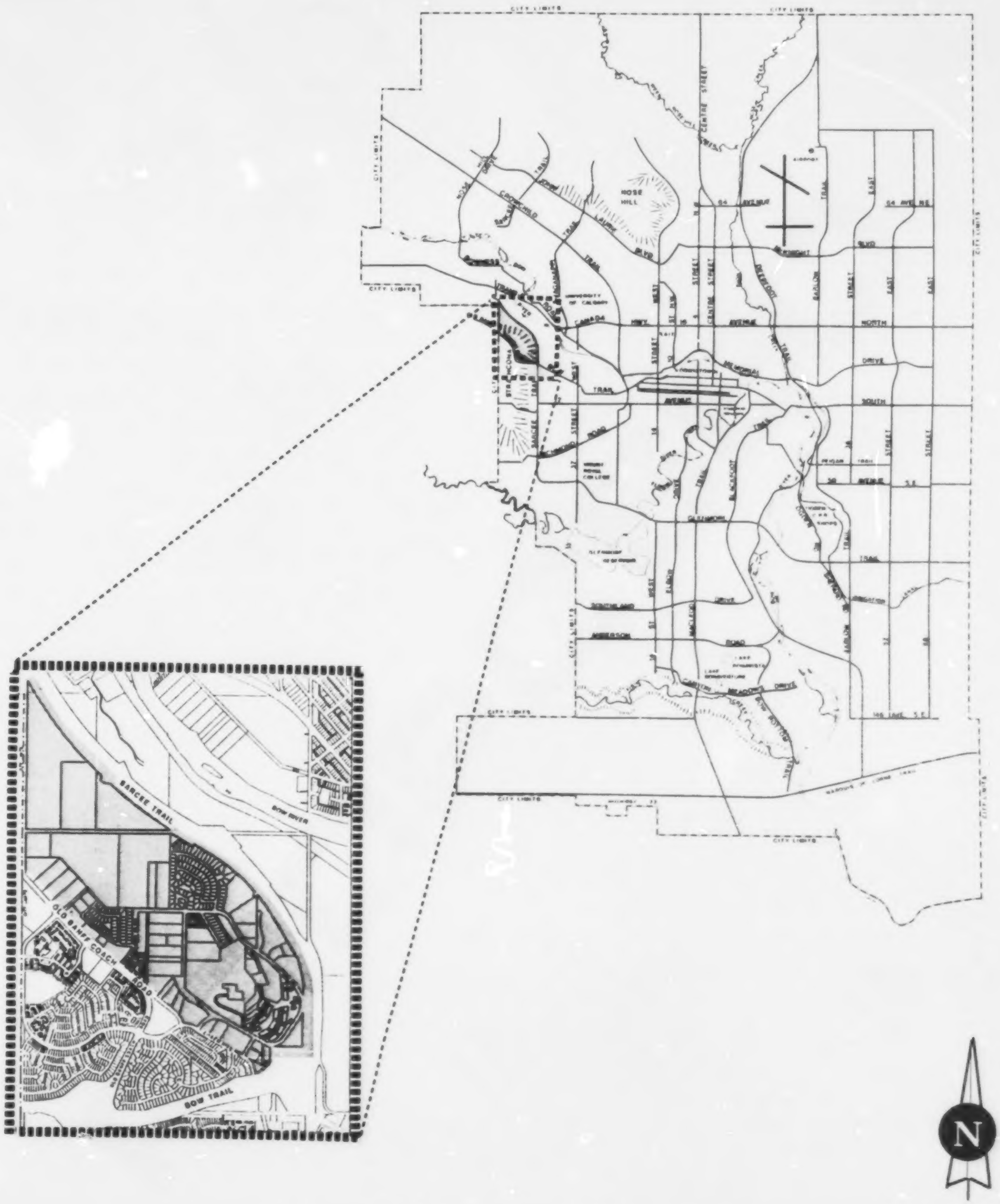
This Concept Plan is not a statutory plan authorized under the Planning Act. Nevertheless, the Plan has undergone a public review and input process and has been approved by City Council. As such, it conveys the position of the City of Calgary toward the future planning and development of Patterson Heights, and it is the intent of The City that the Land Use By-law, and decisions made by the Approving Authorities, pursuant to this By-law, conform with the policies of that Plan.

1.4 AMENDMENTS TO THE PLAN

Any changes to the Patterson Heights Concept Plan policies included in the Plan require an amendment to the Concept Plan with a non-statutory public hearing and advertising required.

1.5 VARIANCE TO THE PLAN

Notwithstanding 1.4 above, the boundaries of all land use areas and all quantities and figures contained in the Concept Plan are considered approximate only, and not absolute. Minor variances to the above may be allowed by Council or the Approving Authority, as the case may be, without requiring an amendment to the Concept Plan, provided the basic intent of the policy is met.


CITY LIMITS
NOSE HILL
UNIVERSITY OF CALGARY
CROWCHILD TRAIL
JOHN LAURIE BLVD
64 AVENUE
MCKNIGHT BLVD
CENTRE STREET
DEERFOOT TRAIL
BARLOW TRAIL
CANADA HWY.
MEMORIAL DRIVE
SARCEE TRAIL
GLENMORE TRAIL
SOUTHLAND DRIVE
ANDERSON ROAD
CANYON MEADOWS DRIVE
MACLEOD TRAIL
BOW RIVER
OLD BANFF COACH ROAD
BOW TRAIL
N

LEGEND

▨ **PLAN AREA**

PATTERSON HEIGHTS

MAP No.
1

TITLE LOCATION OF STUDY AREA

DATE August 1991

0 152 304 m
0 500' 1000'

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

2.0 GOALS

The land use policies and implementation actions recommended in the Patterson Heights Concept Plan are intended to achieve community goals and objectives, while respecting overall city-wide planning considerations. The goals for Patterson Heights represent the future aspirations of the City and the community toward which future planning initiatives will be directed.

The planning goals for Patterson Heights are as follows:

Desirable Living Environment

To develop and maintain Patterson Heights as a desirable community in which to live and one which complements the unique character of the area.

Quality Development

To encourage development of the highest quality, which is consistent and compatible with the existing and evolving neighbourhood.

Balanced Growth

To achieve a more balanced and compatible distribution of residential development consistent with the suburban context of the neighbourhood.

Neighbourhood Amenities

To ensure that land and facilities are available to meet the social, cultural, educational, recreational, and spiritual needs of the neighbourhood.

Suitable Infrastructure

To provide a safe, efficient and appropriate level of transportation and utility infrastructure to meet the needs of a suburban lifestyle.

3.0 LAND USE CONCEPT

The Land Use Concept for Patterson Heights is shown on Map 2. This map divides the community into the following land use areas:

LOW DENSITY SINGLE FAMILY RESIDENTIAL AREA
LOW DENSITY SINGLE FAMILY/SEMI-DETACHED RESIDENTIAL AREA
LOW DENSITY MULTI-FAMILY RESIDENTIAL AREA
LOW/MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL AREA
MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL AREA
NEIGHBOURHOOD COMMERCIAL AREA
RADIO/TELEVISION BROADCASTING FACILITY AREA
OPEN SPACE AREA
COMMUNITY SERVICES AREA

The purpose of these areas and the types of land uses allowed in each area are described below. The residential areas specify a density range, with the maximum density allowed on each specific residential site shown on the Land Use Concept Map 2.

The land use areas were developed based on a combination of existing development, approved development, and the maximum development proposed for the remaining undeveloped sites under this Concept Plan.

3.1 LOW DENSITY SINGLE FAMILY RESIDENTIAL AREA

The purpose of this residential area is to accommodate single family detached dwellings in the density range of one to six units per acre.

3.2 LOW DENSITY SINGLE FAMILY/SEMI-DETACHED RESIDENTIAL AREA

The purpose of this residential area is to accommodate single family and semi-detached dwellings in the density range of six to eight units per acre.

3.3 LOW DENSITY MULTI-FAMILY RESIDENTIAL AREA

The purpose of this residential area is to accommodate low profile residential development in the form of single detached, semi-detached and comprehensively designed townhouse units in the density range of eight to ten units per acre.

3.4 LOW/MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL AREA

The purpose of this residential area is to accommodate low profile multi-family residential development in the form of semi-detached and townhouse units in the density range of 11 to 18 units per acre. In addition, small lot single family residential uses may be accommodated at the lower end of the density range.

3.5 MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL AREA

The purpose of this residential area is to accommodate medium density multi-family residential development in two density ranges and housing forms, as follows:

(a) low profile multi-family residential development in the form of semi-detached, townhouse, stacked townhouse, and apartment units in the density range of 19 to 35 units per acre; and

(b) low to medium profile multi-family residential development in the form of semi-detached, townhouse, stacked townhouse, and apartment development with a maximum density of 60 units per acre, as well as accessory retail commercial uses and a day care to be developed as an integral part of a residential complex and located at-grade.

3.6 NEIGHBOURHOOD CONVENIENCE COMMERCIAL AREA

The purpose of the Neighbourhood Commercial Area is to accommodate retail commercial and personal service uses which are intended to serve the day to day needs of the community.

3.7 RADIO/TELEVISION BROADCASTING FACILITY AREA

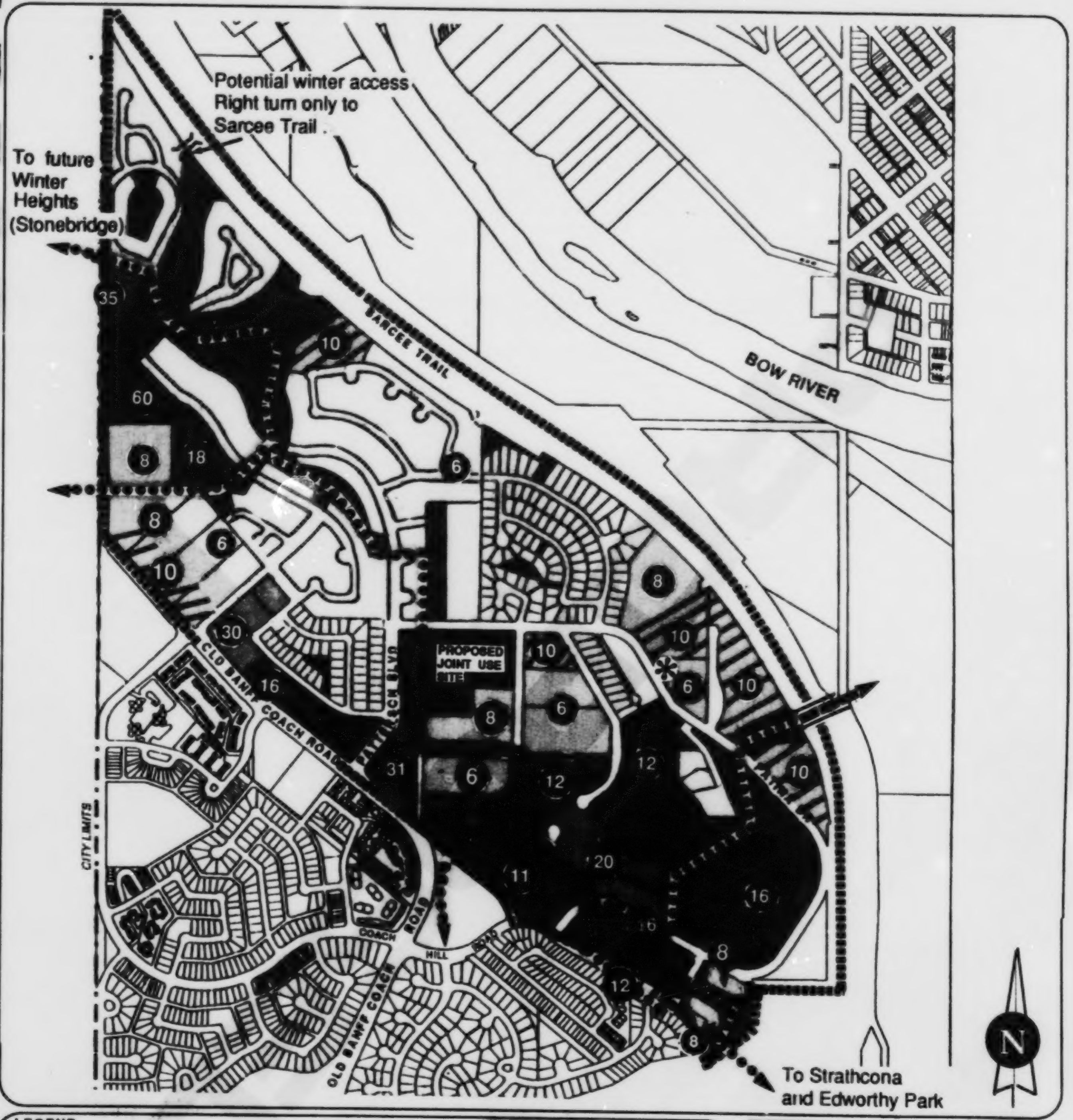
The purpose of the Radio/Television Broadcasting Facility Area is to accommodate the existing radio and television broadcasting facilities of C.F.C.N. Communications Ltd., located atop Broadcast Hill.

3.8 OPEN SPACE AREA

The purpose of the Open Space Area is to accommodate recreational, educational and conservation uses on publicly owned lands typically dedicated as creditable reserve (MR, SR, MSR) or environmental reserve (ER).

3.9 COMMUNITY SERVICES AREA

The purpose of the Community Services Area is to accommodate public, institutional and religious uses serving the social, cultural, recreational and spiritual needs of the community.


Potential winter access
Right turn only to
Sarcee Trail.
To future
Winter
Heights
(Stonebridge)
35
10
SARCEE TRAIL
BOW RIVER
60
8
18
6
8
6
10
130
OLD BANFF COACH ROAD
16
PROPOSED JOINT USE SITE
10
8
6
8
10
6
10
31
6
12
12
10
20
11
16
16
8
12
8
CITY LIMITS
COACH ROAD
COACH HILL ROAD
OLD BANFF COACH
To Strathcona
and Edworthy Park
N

LEGEND

#	Maximum Density Allowed (Units / acre)
☐	Low Density Single Family Residential Area (1-6 units/acre)
▒	Low Density Single Family/ Semi-Detached Area (6-8 units/acre)
▨	Low Density Multi Family Residential Area (8-10 units/acre)
■	Low/Medium Density Multi Family Residential Area (11-18 units/acre)
▒	Medium Density Multi-Family Residential Area (19-35 units/acre)
■	Medium Density Multi - Family Residential Area (36-60 units/acre)
■	Radio/Television Broadcasting Facilities Area
■	Neighbourhood Commercial Area
■	School, Parks/ Open Space Area
■	Community / Services Area
*	Potential Heritage Site
▲	Proposed Community Association Facility
●●●●●	Regional Pathway
▬ ▬	Alternate Pedestrian/ Bicycle Connection
▪▪▪▪▪	Plan Area Boundary

PATTERSON HEIGHTS

MAP No.
2

TITLE
LAND USE CONCEPT MAP

DATE
August 1991

0 152 304 m
0 500' 1000'

THE CITY OF CALGARY

4.0 LAND USE POLICIES

4.1 RESIDENTIAL POLICIES

In contrast to most suburban communities, Patterson Heights contains a predominance of multi-family development and is faced with significant development pressure for additional multi-family residential development. Although both the Strathcona Design Brief and the original and amended (1981) Cell "A" Concept Plan envisaged Patterson Heights as a predominately multi-family community, community residents have expressed a strong concern with the possible destabilizing impacts resulting from the predominance of higher density development and the associated lack of developed open space. Accordingly, this Concept Plan contains specific provisions concerning housing type and density, the intent being to reduce the overall density to the level envisaged by the Strathcona Design Brief, using units per acre as the measure of density; to achieve a more appropriate balance between low and medium density housing in order to provide a variety of housing types, including more family-oriented accommodation; and to ensure the compatibility of new development with existing development.

The Planning Department's 1981 review of the Cell "A" Concept Plan recommended a revised strategy for calculating density based on units per acre, rather than persons per acre. Adoption of this strategy would result in an estimated 9,174 persons, 2,784 units, and an overall density of 6.7 units per gross acre. This density was felt to equate sufficiently well to the upper end of 6.0 to 6.5 u.p.a. translation of the original 22 p.p.a. target established by the Strathcona Design Brief. However, a number of land use designations were subsequently approved in excess of those outlined in the 1981 Concept Plan. A projection of the densities which could be achieved in Patterson Heights using the 1981 Concept Plan maximums as well as the maximum achievable under the approved land use designations indicates a potential development of 2,981 units and an overall density of a 7.1 units per gross acre.

In order to reduce the density within the Plan area to approximately 6.0 to 6.5 units per gross acre, as envisaged by the Strathcona Design Brief, as well as address the current imbalance in housing mix, this Plan proposes a number of density reductions. Since a portion of the Plan area is already developed or approved for development, densities have only been changed where there is the ability to do so. The specific density reductions recommended for individual sites are based on a consideration of site context (details of each site are provided in Appendix C). The proposed density reduction would result in the potential development of 2,548 units, representing approximately 5,921 persons, with an overall density of 6.1 units per gross acre or 7.1 units per gross developable acre. This density level is consistent with both the Strathcona Design Brief and more recently approved Area Structure Plans, which call for a density in the range of five to seven units per gross developable area. In addition, this Plan attempts to encourage a greater variety in the housing mix and contains provisions to address the compatibility and integration of new development with existing development.

4.1.1 Objectives

To achieve an overall density in the range of 6.0 to 6.5 units per gross acre, which is consistent with the Strathcona Design Brief.

To achieve a more balanced community, providing for a variety of housing types and income levels, in order to enhance the quality of life in Patterson Heights; and to encourage quality architecturally compatible development.

4.1.2 Policies

Policy 1: Density of Patterson Heights

The maximum overall density of residential development in Patterson Heights shall be in the order of 6.1 units per gross acre (7.1 units per gross developable acre); the density which will be achieved if development occurs at the maximum densities allowed, as shown on the Land Use Concept Map 2.

Policy 2: Achievement of Maximum Densities

Notwithstanding Policy 1 above, the maximum densities identified for sites on the Land Use Concept Map 2, may only be achievable through the application of good design, which is cognizant of the following criteria:

(a) compatibility with adjacent residential development;
(b) integration with the proposed open space and pedestrian linkage system;
(c) consistency with the ambience and character of surrounding development; and
(d) preservation of existing mature vegetation, whenever possible, and the planting of new vegetation to enhance the living environment.

Policy 3: View Potential

All new residential development should be designed and sited in a manner sensitive to adjacent and existing development.

Policy 4: Multi-Family Designations

All new multi-family residential development shall be designated Direct Control with the appropriate residential guidelines, and shall be consistent with the applicable residential policy area and the maximum density figure for the site.

Policy 5: Compatibility in Height and Massing

Multi-family residential development shall be designed to ensure compatibility in terms of massing and height with adjacent residential development.

Policy 6: Slope Adaptive Design

All new residential development along the escarpment and on sloped lands shall follow the natural contours of the site wherever possible, and incorporate a slope adaptive design into their development.

Policy 7: Site Coverage for Multi-Family Development

In order to enhance the visual character of the community and integrate multi-family residential projects into the community, multi-family residential development shall provide a minimum of 50 percent of the site area for landscaping.

Policy 8: Family-Oriented Accommodation

In multi-family residential projects, the provision of units which provide accommodation for families is encouraged.

Policy 9: Compliance with Development Guidelines

In order to enhance architectural appearance and environmental quality, as well as afford compatibility with adjacent land uses, the development guidelines contained in Appendix B shall be given due regard by the Approving Authority in reviewing proposed multi-family residential development projects; in other cases (i.e., single family development), the developer is encouraged to take advantage of these guidelines to the mutual benefit of the residential development project and the community.

4.2 NEIGHBOURHOOD CONVENIENCE COMMERCIAL POLICIES

Patterson Heights currently contains a neighbourhood shopping centre located on the northwest corner of Old Banff Coach Road and Patterson Boulevard S.W. The shopping centre site is partially vacant and can therefore accommodate some additional commercial uses. The shopping centre is suitable in size to serve a convenience function for the community, and additional commercial development is unnecessary given the size of Patterson Heights and the location of the site relative to surrounding residential development.

4.2.1 Objective

To limit commercial development to local convenience commercial uses necessary to serve the surrounding residential neighbourhood.

4.2.2 Policies

Policy 1: Local Commercial Development

The existing commercially designated land (DC 73Z90 and C-1A) is considered suitable to serve the convenience shopping needs of the residents of Patterson Heights. In view of this:

(a) no further expansion of the existing site or the creation of an additional commercial site in Patterson Heights shall occur;

(b) the existing DC (73Z90) and C-1A Districts shall be retained on the site.

Policy 2: Commercial Parking

In order to minimize off-street commercially related parking from occurring in adjacent residential areas, the parking requirements of the Land Use By-law shall not be relaxed with respect to commercial development.

Policy 3: Development Guidelines

In order to ensure that future commercial development or redevelopment is compatible with its residential context, new commercial development should be sited and designed in a manner which will ensure compatibility with adjacent and existing residential and commercial development in terms of building character height and massing. Sign proliferation adjacent to the street is strongly discouraged.

4.3 RADIO/TELEVISION BROADCASTING FACILITY POLICIES

Patterson Heights currently contains the radio and television broadcasting facilities of C.F.C.N. Communications Ltd., which is located in the east central portion of the Plan area, atop "Broadcast Hill". The radio and television broadcasting facility centre site is suitable in size to serve C.F.C.N.'s operation. No plans to expand the existing operation or relocate the facilities are currently contemplated.

4.3.1 Objective

To limit the radio and television broadcasting facility development to that which already exists including related on-site expansion, provided it is accommodated in a manner which is compatible with adjacent residential land uses.

4.3.2 Policies

Policy 1: Restriction to Broadcasting Facility

Development shall be limited to a radio/television broadcasting facility only on the radio/television broadcasting facility centre site, as identified on the Land Use Concept Plan Map 2. The existing DC (72Z86 - Site B) designation shall be retained. In the event that a change of use from the current broadcasting facility is contemplated, a land use amendment will be required.

Policy 2: Future Expansion

The existing radio/television broadcasting facility centre site is considered suitable to serve C.F.C.N.'s existing operations. No future expansion of the operation beyond the boundaries of the existing site (DC, 72Z86 - Site B) shall occur.

Policy 3: Development Guidelines

Any future expansion or redevelopment within the existing radio/television broadcasting facility centre site shall be designed in a manner which will ensure compatibility in terms of building character, height and massing with existing and approved residential development on adjacent lands.

4.4 OPEN SPACE POLICIES

At present, there is limited local park or open space facilities developed in Patterson Heights. One Joint Use Site, of approximately twelve acres in size, is required to accommodate the future development of a public junior high school, athletic fields, and open space. The Calgary Board of Education has no immediate plans to develop this site. The City is in the process of assembling the land required for the open space and pathway system in Patterson Heights. When all the land in the community is subdivided and developed, it will meet the City target of 2.2 hectares of developed open space per 1,000 population for new areas.

4.4.1 Objectives

To achieve a well planned system of open spaces which: provides for linkages between open spaces within the community and surrounding communities, where possible; provides for natural conservation areas; and accommodates high quality recreational facilities to meet the needs of the community.

To achieve 10 percent open space within the community, in addition to environmental reserve (ER).

4.4.2 Policies

Policy 1: Amount of Open Space

(1) The functional open space ratio for Patterson Heights shall be 2.2 ha/1,000 population, consistent with the City's target for new suburban areas.

(2) In order to achieve this standard:

  (a) all reserve owing in Patterson Heights shall be dedicated in the form of reserve land;

  (b) the following City owned sites, municipally described as 404 Prominence Way S.W.; 5930 Coach Hill Road S.W.; and 5628 Coach Hill Road S.W. et al, shall become part of the open space system and designated PE (Public Parks, School and Recreation District) to reflect their future open space function; and

  (c) if all or a portion of the site municipally described as 908 Prominence Hill S.W. is acquired through the subdivision process, purchase or in some other manner by the City, the land shall become part of the open space system and designated PE (Public Parks, School and Recreation District) to reflect its future open space function.

Policy 2: Priority Reserve

Highest priority shall be given to the acquisition of reserve land to assemble the balance of the Joint Use Site referred to in Policy 3. Subsequent priorities are to develop a linear park and pathway system and provide tot lots serving adjacent residential development.

Policy 3: Joint Use Site

(1) One Joint Use Site of approximately twelve acres in size, shall be provided in Patterson Heights to accommodate a Public Junior High School, athletic fields and open space, as shown on the Land Use Concept Map 2.

(2) In accordance with the terms of the Joint Use Agreement, the portion of the Joint Use Site required for the school facility shall be developed on an interim basis for park and open space uses until such time as the school site is required.

(3) If the Joint Use Site is declared surplus to the needs of the Calgary Board of Education in the future, the site shall convert to public open space for community recreational use.

(4) A community association facility may be located on the Joint Use Site, the specific location to be determined by the Joint Use Coordinating Committee in consultation with the community.

Policy 4: Pathway System

A regional pathway system for bicycle and pedestrian use shall:

(1) be developed across Patterson Heights from northwest to southeast, providing linkages to adjacent communities, as shown on the Land Use Concept Map 2;

(2) be generally located on dedicated reserve land, roadway rights-of-way and other City owned lands as appropriate;

(3) adhere to Calgary Parks and Recreation specifications with respect to mid block crossings of pathways.

Policy 5: Landscaping of City-Owned Lands

In accordance with the intent of the Urban Forest Management Policy and as budgetary priorities and resources permit, the City should develop a program of landscaping and planting on City owned lands in Patterson Heights in order to enhance the existing vegetation and to visually improve the appearance of major roadways and public open spaces in the area.

Policy 6: Environmental Reserve

Overland runoff from adjacent development should be designed so that the integrity of the environmental reserve land is preserved and drainage is controlled to a level satisfactory to the City.

Policy 7: Active/Passive Parks

All active parks should be designed to include a shaded passive component for rest and observation of activities; as well, view sites (5930 Coach Hill Road S.W. and 5628 Coach Hill Road S.W., et al) are preferred for passive parks and should be designed to have sheltered seating and planting.

Policy 8: Playgrounds

Playground areas for children should be sited within a 0.5 km (0.31 mile) service radius of all residential areas and each playground should serve a population base of 500 to 1,000 residents.

4.5 COMMUNITY SERVICES POLICIES

At present, there are no developed institutional uses or a community association facility within Patterson Heights. While a location for the community association lease site has been identified and funding assembled, a number of concerns have been expressed by the community in regard to the current site, a 4 acre portion of the 6.5 acre Coach Hill Joint Use Site, located east of Old Banff Coach Road and north of Coach Hill Road S.W. A subsequent examination of a number of site alternatives concluded that the development of a community facility on the Patterson Heights Joint Use Site is the preferred alternative and that the facility can be accommodated on the site without negatively affecting the future development of a school and playing fields. The Plan also provides for the future possibility of a land exchange between the City and the Covenant Evangelical Church, owners of a 2.75 acre site located north of the central Coach Hill Joint Use Site (550 Prominence Way S.W.). The proposed church could be accommodated on a 2.75 acre portion of the Coach Hill Joint Use Site and the current church site could be developed as open space in conjunction with the adjacent 1.07 acre City owned site to the east.

4.5.1 Objectives

To accommodate desired public, institutional and religious land uses in a manner that would ensure their integration with the community.

To preserve wherever possible, the historical features of the area.

4.5.2 Policies

Policy 1: Future Church Development

If the Covenant Evangelical Church, the current owners of a 2.75 acre parcel of land located at 550 Prominence Way S.W. and the City agree to switch locations, thereby relocating the proposed church site south to the Coach Hill Joint Use Site, such a land exchange would involve a disposal of reserve from a portion of the Joint Use Site and the transfer of this designation to the current 2.75 church parcel. Future development on a 2.75 acre portion of the Joint Use Site shall be limited to the development of a church under a direct control designation. A proposed church facility shall be designed in a manner compatible with adjacent residential, community related and open space uses in terms of building character, scale and traffic generation.

If no agreement can be reached to switch locations, the existing 2.75 acre site shall be limited to the development of a church under a direct control designation and shall be designed in a manner compatible with adjacent residential, community related and open space uses in terms of building character, scale and traffic generation.

Policy 2: Overspill Parking

In order to minimize overspill parking from occurring in adjacent residential areas, reciprocal parking arrangements to serve City open space and park facilities and the church may be allowed if these two facilities are developed adjacent to one another.

Policy 3: Community Association Site

Unless otherwise agreed to by the City and the community association, the community association facility should be located on the western portion of the Patterson Heights Joint Use Site, as shown on the Land Use Concept Plan Map 2. The facility shall be designed in a manner compatible with adjacent residential and open space uses.

Policy 4: Potential Heritage Site

The "Crandel" house, a significant heritage resource in Patterson Heights, should be conserved and protected and historical designations under the Historical Resources Act secured, where appropriate.

4.6 TRANSPORTATION POLICIES

Patterson Heights will be well served by a network of expressways, a major road, primary collector and collector roads and local roads, and pathways to provide access to the Downtown, other major employment centres, recreational and institutional facilities within the city and the Trans Canada Highway. Except for the removal of the truck route designation from Old Banff Coach Road S.W. and the introduction of traffic signals on Old Banff Coach Road S.W. and Coach Hill Road S.W., no major transportation improvements are currently proposed that would affect Patterson Heights or Coach Hill. All roadways have been designed to accommodate existing and projected volumes within the City's environmental guidelines.

Nonetheless, community residents have expressed strong concerns with respect to current and anticipated traffic volumes along Old Banff Coach Road S.W. and Coach Hill Road S.W. and the overspill parking associated with multi-family residential development.

The Plan supports the existing roadway designations which will accommodate the land uses proposed for Patterson Heights within the City's environmental guidelines. The transportation policies are therefore, aimed at ensuring traffic volumes do not exceed these guidelines.

4.6.1 Objectives

To channel traffic so that the impact on any one area of the community is minimized and to reduce the flow of through traffic from outside the community.

4.6.2 Policies

Policy 1: Roadway Designations

(1) To accommodate community and city-wide needs in terms of access to employment centres and general cross town mobility, the expressways and major standard roadways located adjacent and in proximity to Patterson Heights should retain their existing designations in accordance with the City of Calgary Transportation System By-law.

(2) The roadways serving Patterson Heights are described in the following table:

TABLE 1: PATTERSON HEIGHTS ROADWAY DESIGNATIONS[1]

DESIGNATION	ROAD
Expressways	Sarcee Trail S.W. Bow Trail S.W.
Major Street	Old Banff Coach Road
Primary Collector and Collector Roads	Coach Hill Road S.W. Patina Drive S.W. Patterson Boulevard S.W. Patterson Hill S.W. Prominence Way S.W. (south leg)

[1] With the exception of the roads noted in the table, all of the roads in Patterson Heights are local residential roads.

Policy 2: Roadway Design

(1) All the proposed land uses in this Plan area are to be accommodated on the proposed road network. In order to maintain traffic levels within the City's environmental guidelines, the following sites must access the following roads:

(a) Sites A and B (DC72Z86) must access Patina Drive S.W. via an extension of Patina Hill S.W.;

(b) Site D (DC72Z86), and sites municipally described as 1004 Prominence Way S.W., 1020 Prominence Hill S.W., 1009 Prominence Way S.W., and 1186 Prominence Way S.W. must access Patina Drive S.W. via Prominence Way S.W. (north leg); and

(c) All of Site C (DC 72Z86) must access Patina Drive S.W. via Patina Rise S.W.

(2) If existing or potential traffic volumes exceed the City's environmental guidelines, recommendations regarding methods to ameliorate such problems shall be made to City Council.

Policy 3: Shortcutting and Overspill Parking

Major shortcutting traffic and overspill parking from development sites shall be avoided wherever possible. If such problems do arise then preventative measures to minimize intrusive traffic (e.g., access modifications, installation of traffic control devices) or overspill parking shall be introduced as determined feasible and appropriate.

Policy 4: Bus Only Connection to Winter Heights (Stonebridge)

Although the proposed roadway design in Patterson Heights can accommodate the development occurring within the community, no additional capacity is available to accommodate traffic from the Winter Heights (Stonebridge) area to the northwest; therefore, no public road connection shall be provided between Patterson Heights and Winter Heights (Stonebridge) area. However, a bus only connection may be constructed between the communities of Patterson Heights and Winter Heights. Such a transit linkage would provide the opportunity for improved transit service and accommodate a pedestrian/bicycle pathway connection.

Policy 5: Emergency Access

An emergency winter access to Sarcee Trail shall be provided, as shown on the Land Use Concept Map 2. Such access shall be clearly signed and fenced to indicate the purpose of the access, in accordance with City policy.

Policy 6: Parking Standards

(1) The parking standards of the Land Use By-law shall not be relaxed with respect to the provision of on-site resident, visitor, and recreational vehicle parking facilities and developers are strongly encouraged to provide more than the minimum by-lawed on-site parking requirement.

(2) In addition, given the topography of the community, sensitive on-site screening of parking and vehicle storage shall be provided to the satisfaction of the Approving Authority to minimize the visual impact of large parking areas.

Policy 7: Old Banff Coach Road S.W.

The Transportation Department should monitor and review the traffic level west of the city as appropriate in order to assess the external impact on Old Banff Coach Road S.W. If and when the lands to the west of the city are annexed or at the time Bow Trail is extended westward, plan(s) for new areas shall recognize the environmental guidelines for Old Banff Coach Road S.W.

Policy 8: Community Consultation

In designing and implementing major transportation facilities (i.e., interchange design for Bow/Sarcee Trails) that may affect the community, the Transportation Department and/or the Engineering and Environmental Services Departments should undertake, in accordance with standard procedure, consultation with the Coach Hill/Patterson Heights community as well as property owners prior to the formulation of any plans.

Policy 9: Character Streetlighting

If on-site character lighting or character streetlighting is proposed, a consistent style of character lighting is encouraged throughout the community. Such lighting shall be provided in accordance with Calgary Electric System standards. Developers/owners and the community association are encouraged to discuss any proposed character lighting styles.

4.7 UTILITY SERVICING POLICIES

Patterson Heights development will be serviced with all utilities (water, sewer, electricity, etc.) by extending existing utilities from the east and south as well as the provision of new facilities where required.

4.7.1 Objective

To provide suitable levels and standards of sewer, water and stormwater and other utility services to the community in a logical and economical manner.

4.7.2 Policies

Policy 1: Provision of Services

Services shall be provided to Patterson Heights of a level and standard satisfactory to the City, the Province, and the utility companies.

Policy 2: Environmental Reserve

Where the provision or extension of utilities is required through lands to be dedicated as environmental reserve, these lands shall be restored (i.e., graded and seeded with native grasses).

5.0 IMPLEMENTATION

The Patterson Heights Concept Plan shall be implemented through the following:

(a) the Land Use By-law and the subdivision and development permit approval processes; and

(b) the various actions undertaken by relevant City Departments subsequent to the adoption of the Patterson Heights Concept Plan.

In this regard, the following appendices outline the proposed actions required to implement the policies of the Concept Plan.

Appendix A contains the proposed amendments to the Strathcona Design Brief.

Appendix B contains development guidelines which should be considered by the Approving Authority in reviewing development proposals.

Appendix C contains a table of recommended amendments to the Land Use By-law together with development guidelines to implement the residential policies of the Plan.

Appendix D contains a table of recommended amendments to the Land Use By-law and actions to implement the open space and community policies.

PROPOSED

APPENDICES

APPENDIX A

STRATHCONA DESIGN BRIEF AMENDMENT - CELL "A"

1. STRATHCONA DESIGN BRIEF

As shown on Map 1 (page 3), Cell "A" is located in the northern portion of the Strathcona Design Brief area and is bounded by Sarcee Trail on the north and east, Old Banff Coach Road on the south, and 69 Street S.W. right-of-way on the west. Council policy for the development of Cell "A" was established through the Strathcona Design Brief, as initially approved in 1976 February 17 and as subsequently amended on 1978 January 12 (Map 3).

City Council directed, at the time of approving the Strathcona Design Brief, that the City Administration consider in its study of areas placed under policy review, the feasibility of preserving the Strathcona north slope in its natural state. Subsequently on 1978 January 12, Council approved the recommendation of an Interdepartmental Study Team that it was not feasible to preserve the Strathcona North Slope in its natural state as a long term use, and that there was an opportunity to develop an environmentally sensitive residential community on the site.

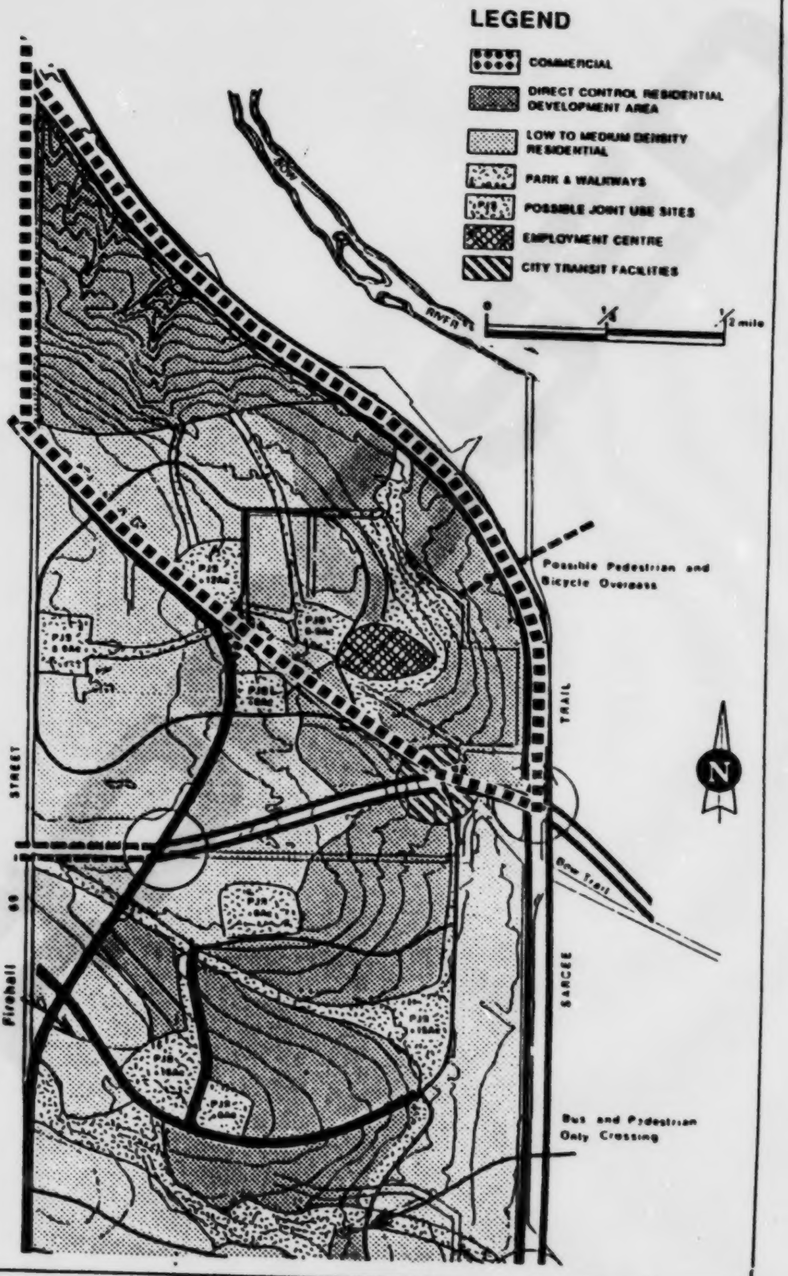
Since that date, there have been no further policy amendments relative to Strathcona Cell "A". However, there have been a number of land use designation applications approved for Cell "A" that are inconsistent with both the Cell "A" Concept Plan and the Strathcona Design Brief. These changes as well as the changes proposed under the revised Concept Plan for Patterson Heights (Cell "A") necessitate amendments to the Strathcona Design Brief, to ensure conformity between the Concept Plan and the Design Brief.

2. Purpose of the Amendment

The purpose of this amendment to the Strathcona Design Brief is to ensure conformity between the revised Concept Plan for Cell "A" (Patterson Heights Land Use Concept Map 2) and the "Recommended Land Use Plan" in the Strathcona Design Brief (Map 13). These changes include the following:

(a) The "North Slope" lands located within the northernmost portion of Cell "A" are identified in the Strathcona Design Brief "Recommended Land Use Plan" (Map 13 on page 35 of Office Consolidation, May 1985) as Direct Control Residential Development Area and the remainder as low to medium density residential. At its meeting of 1990 September 04, Council approved the redesignation application for all these lands, with the exception of a small commercial site and a high

RECOMMENDED LAND USE PLAN (CELL "A") FROM STRATHCONA DESIGN BRIEF, AS AMENDED BY CITY COUNCIL ON 1978 JANUARY 12



LEGEND
COMMERCIAL
DIRECT CONTROL RESIDENTIAL DEVELOPMENT AREA
LOW TO MEDIUM DENSITY RESIDENTIAL
PARK & WALKWAYS
POSSIBLE JOINT USE SITES
EMPLOYMENT CENTRE
CITY TRANSIT FACILITIES
RIVER
0
1/4
1/2 mile
Possible Pedestrian and Bicycle Overpass
N
TRAIL
SARCEE
Bow Trail
STREET
69
Firehall
Bus and Pedestrian Only Crossing

LEGEND

■■■■■ PATTERSON HEIGHTS PLAN AREA BOUNDARY

PATTERSON HEIGHTS

MAP No. 3

TITLE STRATHCONA DESIGN BRIEF, AMENDED Jan. 1978

DATE August 1991

THE CITY OF CALGARY

density site identified as DC (Site 2). The redesignation applications for these latter two sites were subsequently approved by Council on 1991 January 14 and 1991 April 08 respectively. The commercial site was redesignated to R-1, while the high density site (Site 2) was designated Direct Control. Since only four sites within the "North Slope" lands are Direct Control, and the balance of the lands R-1, Map 13 of the Design Brief should be amended to show this area as low to medium density residential.

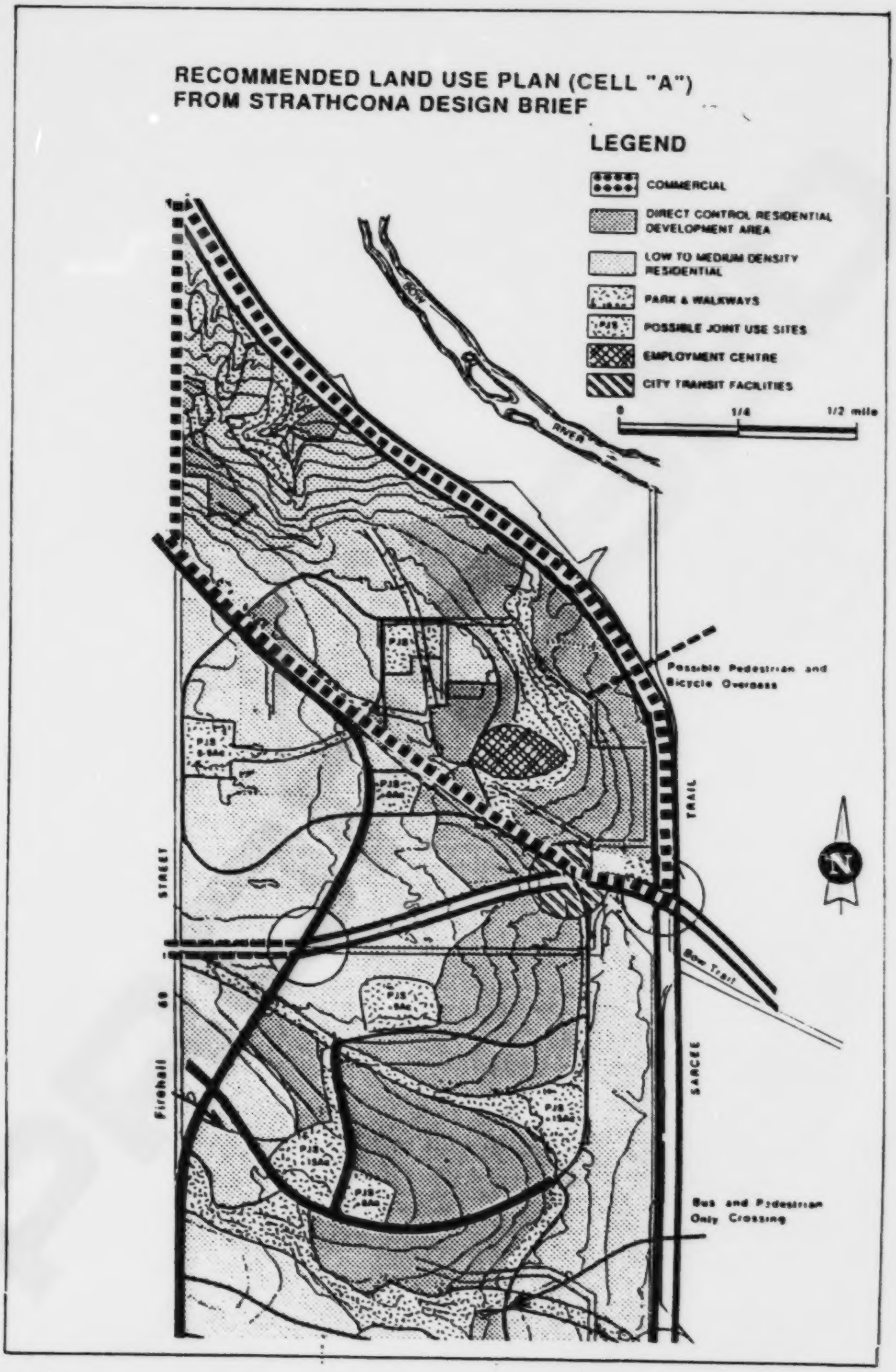
(b) The easterly and smaller of the two joint use sites shown on the "Recommended Land Use Plan" (Map 13 on page 35) has been identified as excess to the City's needs and therefore, eliminated. The site was subsequently approved for multi-family residential development under a Direct Control District (By-law 72Z86). However, neither the Strathcona Design Brief nor the Cell "A" Concept Plan were amended to ensure conformity between the policy documents and the districting. In addition, the remaining and larger of the Joint Use Sites was shifted to the northeast due to engineering and overall site development considerations. Map 13 should therefore be amended to reflect the new configuration and location of the larger and remaining Joint Use Site, the elimination of the smaller Joint Use Site and the current use of previous Joint Use lands as low to medium density residential and direct control residential.

(c) The lands located in the southeast portion of the Plan area are proposed for low density residential development and open space under the revised Concept Plan. These lands are currently shown on the "Recommended Land Use Plan" (Map 13 on page 35) as direct control residential and are therefore, inconsistent with the proposed low density and open space development. Map 13 of the Strathcona Design Brief should be amended to show this area as low to medium density residential and park and walkways.

2. AMENDMENTS TO THE STRATHCONA DESIGN BRIEF

The following amendment shall be made to the Strathcona Design Brief which was approved by Council 1976 February 17.

(a) Map 13 on page 35 shall be deleted and the attached Map 4 substituted.



RECOMMENDED LAND USE PLAN (CELL "A")
FROM STRATHCONA DESIGN BRIEF

LEGEND
COMMERCIAL
DIRECT CONTROL RESIDENTIAL DEVELOPMENT AREA
LOW TO MEDIUM DENSITY RESIDENTIAL
PARK & WALKWAYS
POSSIBLE JOINT USE SITES
EMPLOYMENT CENTRE
CITY TRANSIT FACILITIES
0
1/4
1/2 mile
BOW
RIVER
Possible Pedestrian and Bicycle Overpass
PJS
TRAIL
N
Bow Trail
SARCEE
Firehall
45
STREET
Bus and Pedestrian Only Crossing

LEGEND

■ ■ ■ ■ ■ ■ **PATTERSON HEIGHTS PLAN AREA BOUNDARY**

PATTERSON HEIGHTS

MAP No.
4

TITLE
STRATHCONA DESIGN BRIEF.
RECOMMENDED LAND USE
PLAN

DATE
August 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

APPENDIX B

PROPOSED RESIDENTIAL DEVELOPMENT GUIDELINES FOR PATTERSON HEIGHTS

PURPOSE AND APPLICATION

The existing development in Patterson Heights, coupled with the unique topography, has established a context for future development. The guidelines contained herein are intended to ensure that new development will be compatible with the scale of adjacent land uses and enhance the overall architectural and environmental quality of the community.

In view of the strong community concerns expressed, regarding the amount and nature of higher density residential development in Patterson Heights, the guidelines focus on multi-family residential development, although guidelines are also provided for single detached residential development. As with any development project, sensitivity to the conditions of the site, the scale of adjacent development and the existing character of the community can mitigate the negative impact traditionally associated with high density development.

Authors J.W. Wentling and L.W. Bookout suggest in their book Design by Density that:

> *Density theory holds.......as residential buildings and clusters increase in size to accommodate higher densities, the need to reduce large building elements to an identifiable,human dimension increases.*

The intent of these guidelines is to encourage new development to not only respect its context, but to reduce the scale of large projects through site planning and/or architectural features. For example, a potentially long row of townhouses can be broken up into small clusters or a four storey apartment building can incorporate elements such as peaks and articulated rooflines to reinforce the residential character of the building.

Individual housing units as well as housing projects relate ultimately to a larger community and design solutions should consider the larger community, particularily as density increases. Multi-family housing projects that are designed with an inward orientation, for example, may not be as likely to foster a sense of neighbourliness or community as those that are oriented around a cluster or that relate to the street, both of which encourage interaction. Effective site planning and design can accomplish the mutual objectives of establishing neighbourliness and of protecting privacy.

These guidelines are advisory in nature and not intended to preclude either creative or innovative solutions. Rather, imaginative design solutions to issues are encouraged. Each project and/or housing unit should determine how its specific physical character can most easily enhance the streetscape and promote neighbourliness through the appropriate application of design principles.

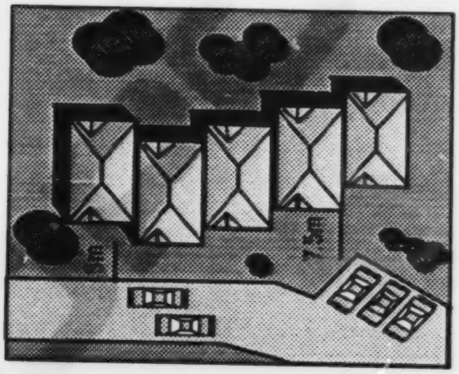
1.0 MULTI-FAMILY RESIDENTIAL

The Approving Authority should consider the following guidelines in reviewing proposals for multi-family residential development. The intent of the guidelines is to enhance the architectural appearance of the development , as well as afford compatibility with the adjacent neighbourhood.

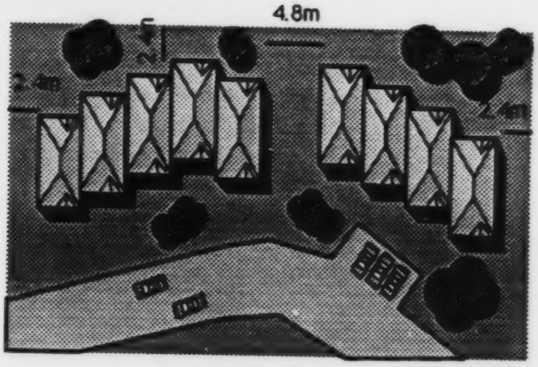
1.1 TOWN HOUSING

Townhouses have traditionally been developed along a linear configuration, as a result of the grid street pattern. In the suburban context, where a non-grid street layout is common, townhouses can be developed as 'attached singles'. The 'attached singles' concept breaksdown the scale and massing of the linear configuration, establishing an image of detached housing more consistent with the suburban context.

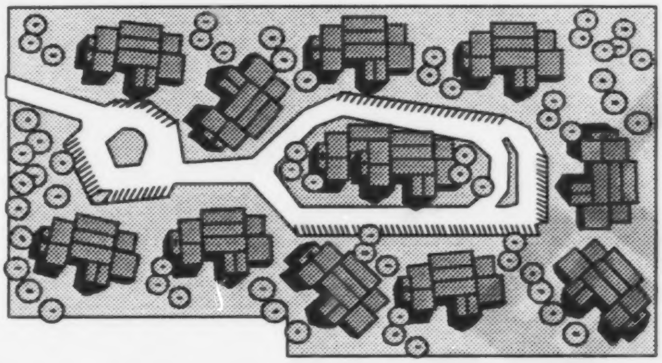
1.1.1 In order to retain similiar building setbacks throughout the community the owner/ developer is encouraged to provide a minimum front yard setback of 5 meters (16.5 ft.).



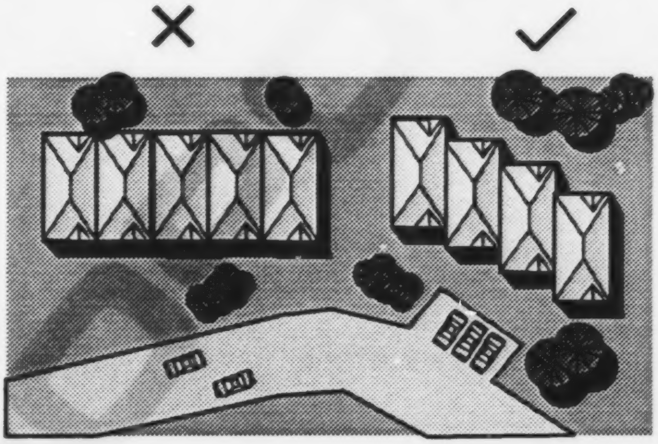
1.1.2 A side yard setback, a minimum of 2.4 meters (8 ft.) togetherwith a minimum spacing of 4.8 meters (16 ft.) between housing blocks on a site is encouraged, in order to minimize the overall massing on the site and to provide a landscaped separation between housing blocks.



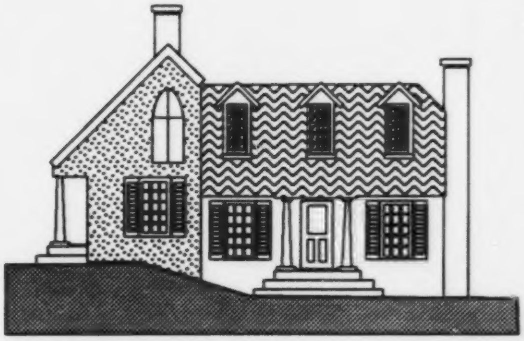
1.1.3 Townhouse developments on sites greater than 4 hectares (10 ac.) should be designed as a series of smaller developments rather than one larger one.



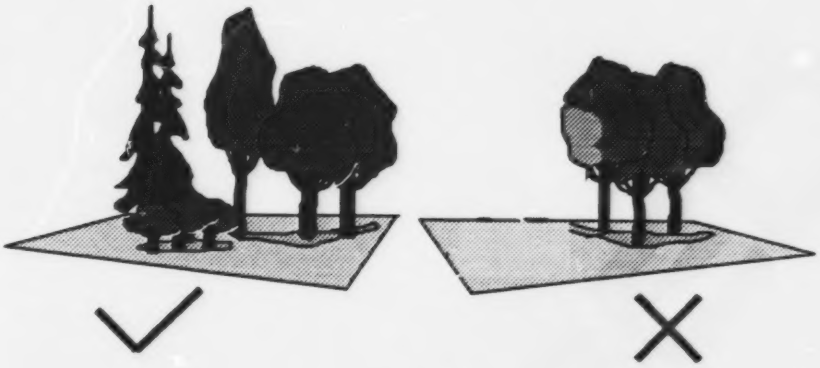
1.1.4 Individual unit facades within a housing block should be staggered to promote visual interest and counteract the massing of a more linear configuration.



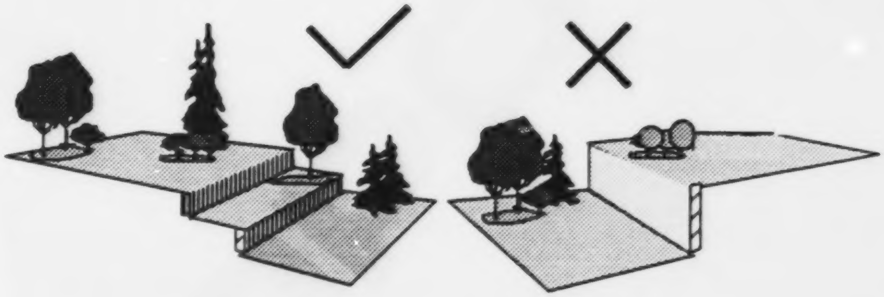
1.1.5 Individual unit identiy is encouraged through the use of such techniques as grade change, roofline variety and separating the entrance of the house from the adjacent unit.



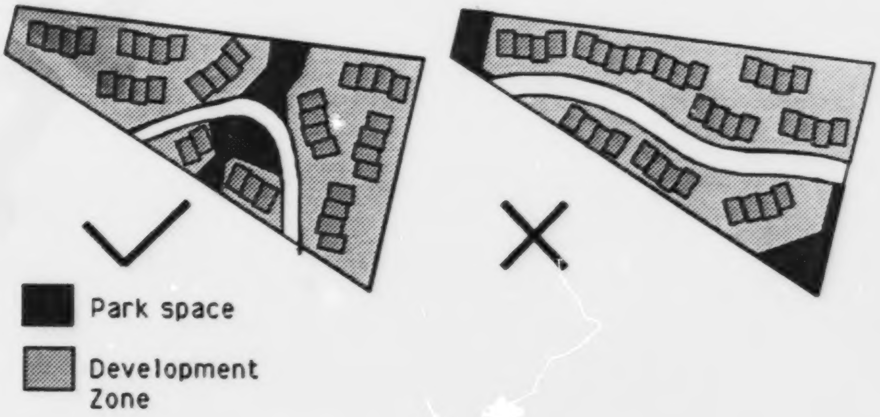
1.1.6 Detailed landscaping, adjacent to the street, should consist of a mix of coniferous and deciduous trees and shrubs to create a year round landscape.



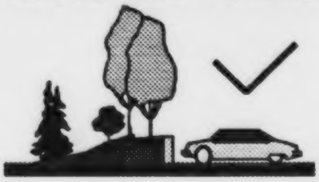
1.1.7 Retaining walls higher than 0.6 meters (2 ft.) should be detailed with cast in place designs, or other enhancements (e.g. terracing, landscaping) rather than plain concrete.

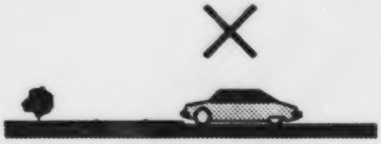


1.1.8 Open spaces, provided on site, should be of high quality and encourage both active and passive use. The open space should be useable, contigious, accessible and integrated with adjacent development, where possible.

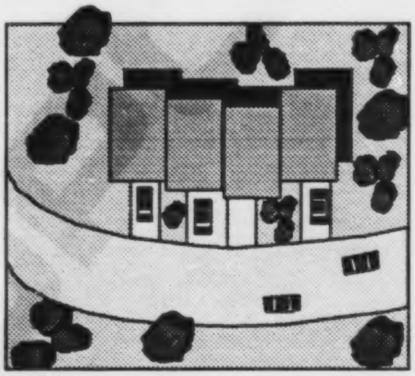


1.1.9 Parking lots should be screened from the street, through the use of landscaping and/or solid fencing, and provide a landscaped buffer between the parking lot and adjacent development. Screening is to be designed in a manner not to cause interference with safe vehicular movements.

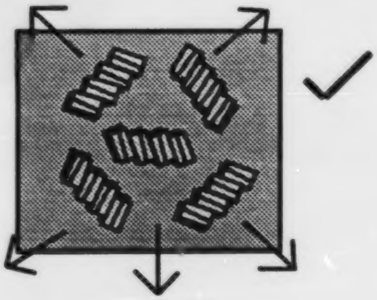


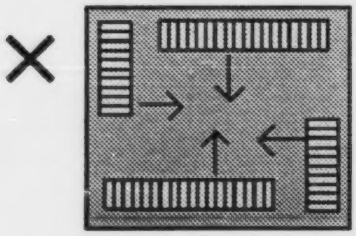


1.1.10 Single and double width driveways are permitted but units should be of a sufficient width to accommodate a large landscaped area in the remaining portion of the unit frontage, in order to reduce the visual impact of a broad hard surface. If this standard cannot be met, provision of an internal access road should be considered.

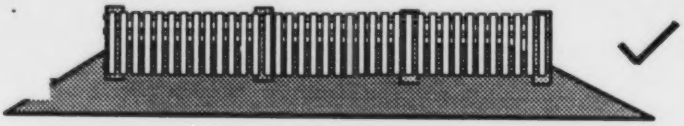


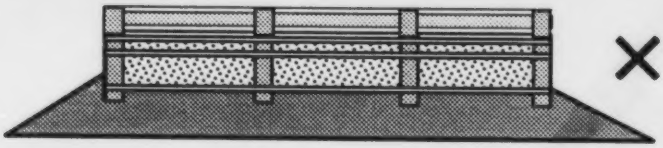
1.1.11 Site development should be focused, where possible, to adjacent streets rather than inwardly focused, with its 'back' turned to the community, in order to provide a more compatible relationship with the adjacent streetscape.



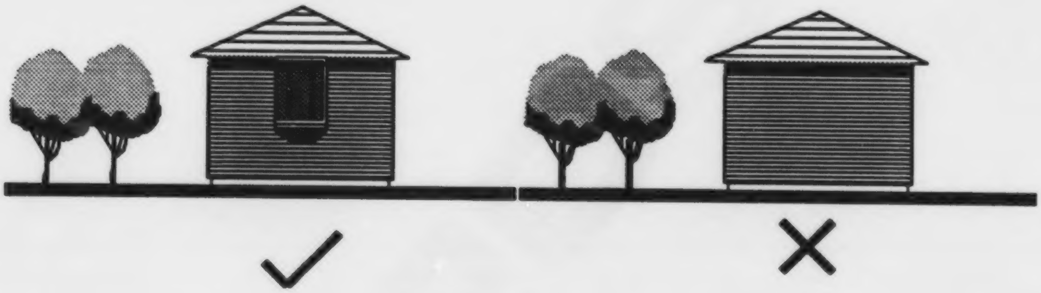


1.1.12 Fencing should be of a low profile open design.

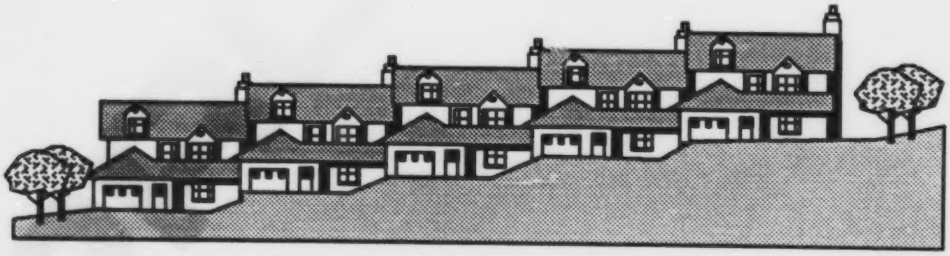




1.1.13 End elevations of housing blocks should have windows or other end treatments rather than a blank party wall.



1.1.14 Architectural detailing compatible with single family development is encouraged, such as the incorporation of detailed structural elements (eg. dormers) into the roof.



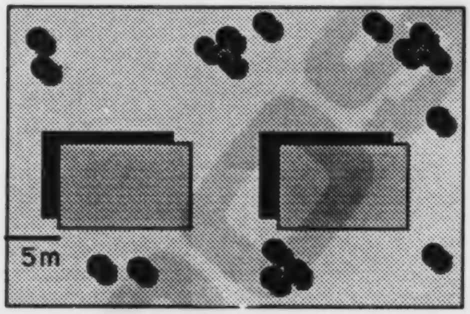
1.1.15 Developers are encouraged to discuss proposed building complex names with the Community Association. A continuity in the naming of streets and developments is encouraged.

1.2 **WALK UP APARTMENTS** - Four Storeys or Less

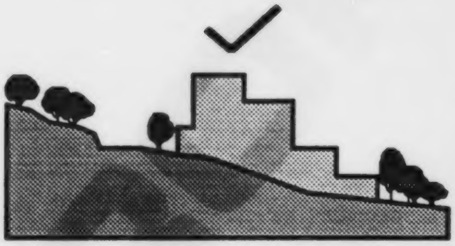
Traditionally, low rise apartment buildings were developed as rectangular blocks with straight forward building forms with the parking generally provided at grade level adjacent to the building. The introduction of low rise symbols, like gables, sloped roofs, chimneys, balconies and other elements into the design of walk up apartments, in suburban areas, can achieve more compatible developments.

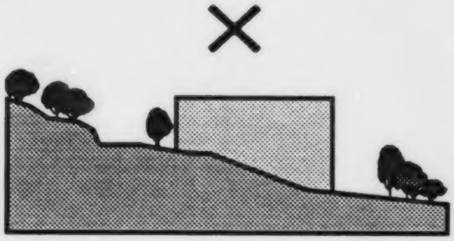
1.2.1 In order to retain similiar building setbacks throughout the community, the owner/ developer is encouraged to provide a 5 meter (16.5 ft.) frontyard setback.

1.2.2 A sideyard setback, a minimum of 5 meters (16.5 ft.) is encouraged to minimize the overall sense of massing on the site.

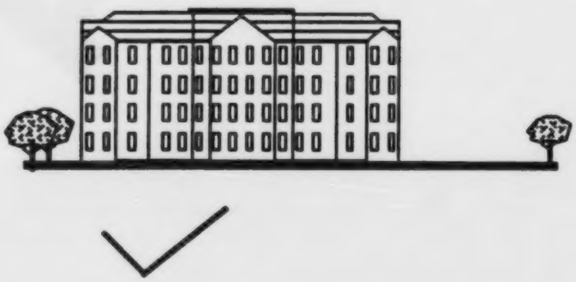


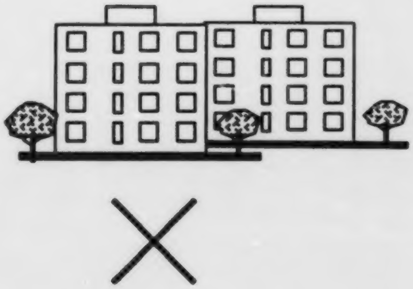
1.2.3 Development on sloping sites should step with the topography of the site.



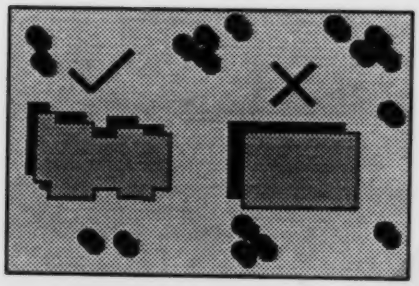


1.2.4 Building form should be sited and designed in a manner compatible with adjacent low density residential development, with individual unit identification encouraged.

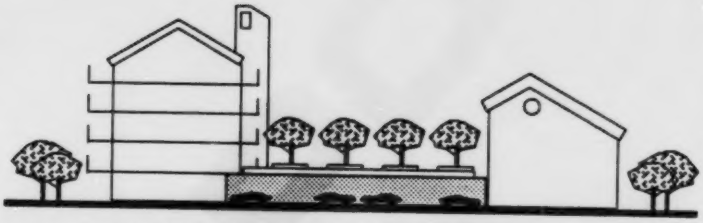




1.2.5 The use of more articulated building forms, such as terracing and varied rooflines, is encouraged in order to provide visual interest and counteract the massing of the building.

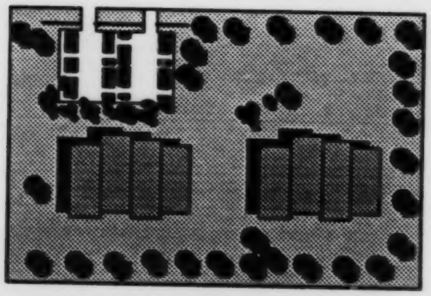


1.2.6 Design alternatives which use underground parking are encouraged. For example, placing the parking beneath a courtyard or platform increases land efficiency as well as offering a valuable open space amenity.

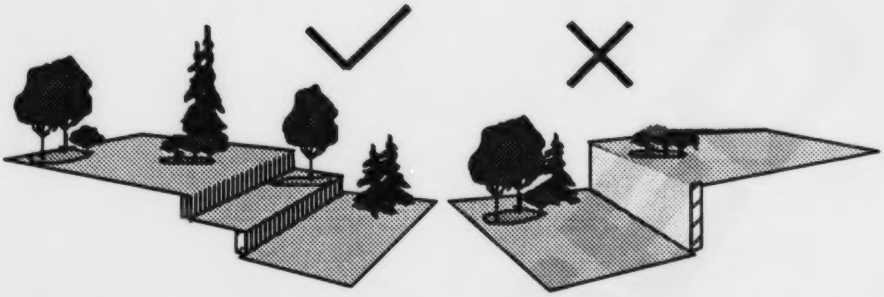


PLATFORM PARKING WITH CENTRAL COURTYARD

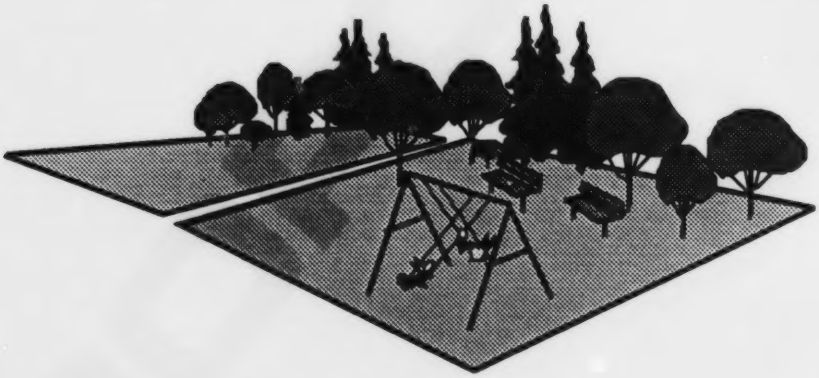
1.2.7 Where at grade parking is provided, parking lots should be screened from the street, through the use of landscaping and/or solid fencing. Landscaping adjacent to the street, should include a mix of coniferous and decidious trees and shrubs. In addition, a landscaped buffer, between the parking lot and adjacent development, is encouraged. Screening is to be designed in a manner which does not cause inteference with safe vehicular movements.



1.2.8 Retaining walls higher than 0.6 meters (2 ft.) should be detailed with cast in place designs, brick, or other enhancements (e.g. landscaping, terracing) rather than plain concrete.



1.2.9 On-site open spaces should be of high quality and encourage active and passive use. The open space should be useable, contiguous, acessible and integrated with adjacent development, where possible.



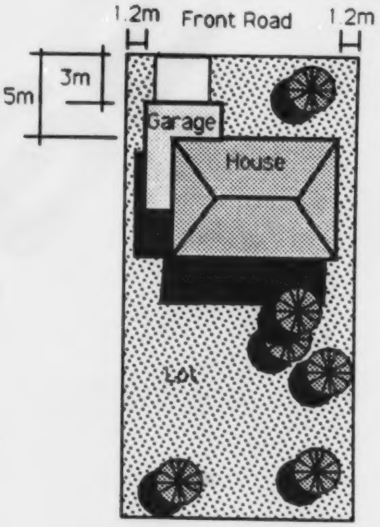
1.2.10 Developers are encouraged to discuss proposed building complex names with the Community Association. A continuity in the naming of streets and developments is encouraged.

2.0 SINGLE FAMILY RESIDENTIAL

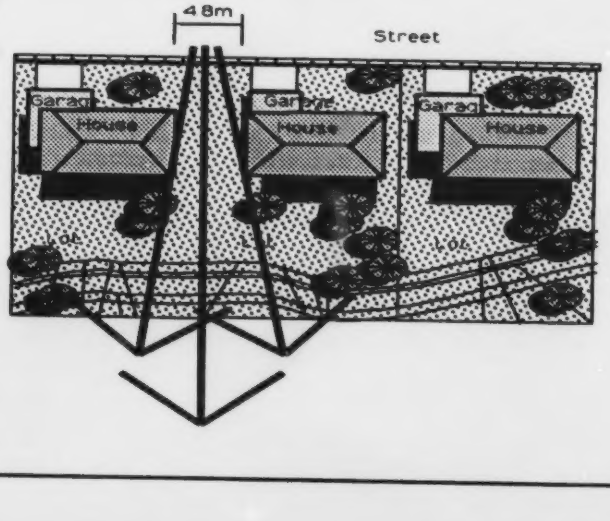
While development permits are not required for single-detached residential development, the following guidelines should be considered by land owners in order to enhance the architectural appearance and environmental quality of the community, as well a compatibility with adjacent land uses.

In order to encourage the development industry to take advantage of these guidelines, for the mutual benefit of residential developers and the community, copies will be made available to the Calgary Home Builders Association for distribution to their members.

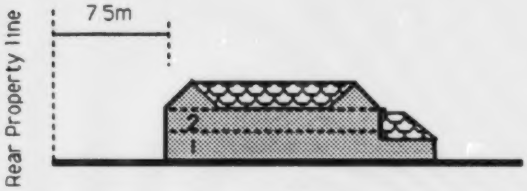
2.1 The front yard setback should be a minimum of 5 meters (16.5 ft) for a residence and 3.0 meters (10 ft.) for a garage.

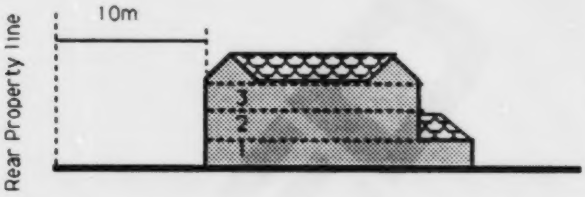


2.2 The side yard setback should be a minimum of 1.2 meters (4 ft.), except where the development is adjacent to an escarpment edge or view. In these locations one side yard setback should be 2.4 meters (8 ft.), and where possible, placed next to the 2.4 metre sideyard of the adjacent development in order to provide a 4.8 meter (16 ft.) view gap between the structures. Fencing, between houses where the common side yard setback is 4.8 meters, should be of a low profile, open design.

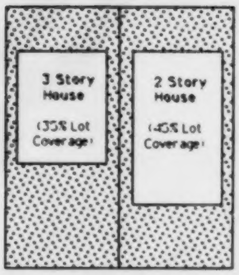


2.3 The rear yard setback should be a minimum of 7.5 meters (25 ft.) for two storey (from grade) structures and a greater rear yard setback [i.e. 10 meters(33 feet)] for three storey (from grade) structures, to minimize the mass, overview and shadow impact on adjacent development.

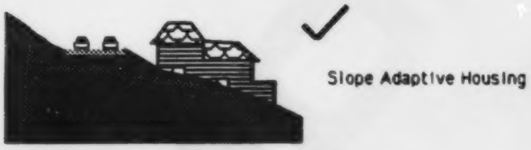

Rear Property line
7.5m
2
1

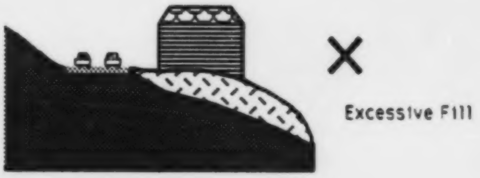

Rear Property line
10m
3
2
1

2.4 Residences of two storeys or less may cover a maximum of 45% of the lot while buildings of more than two storeys may cover a maximum of 35% of the lot to minimize the mass and shadow impact on adjacent development.
(eg. 6000 sq. ft. lot =
5400 sq. ft. 2 storey house or
6300 sq. ft. 3 storey house

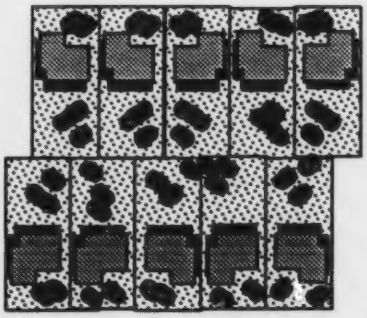

3 Story House
(35% Lot Coverage)
2 Story House
(45% Lot Coverage)

2.5 Houses on sloping land should follow the natural contour of the site.


✓
Slope Adaptive Housing

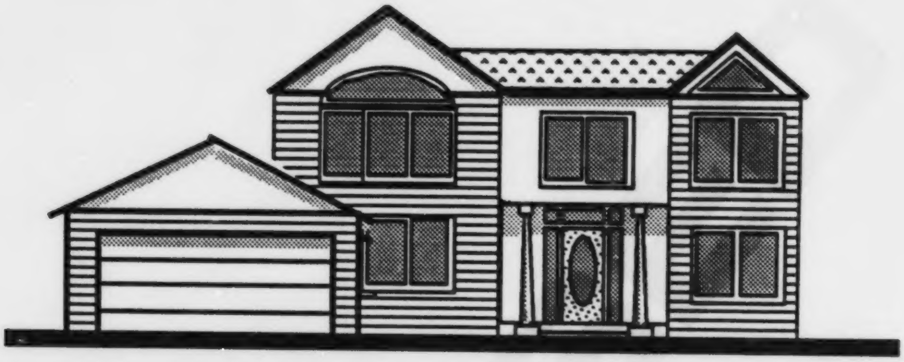

✗
Excessive Fill

2.6 A variety in lotting patterns (i.e. staggered grid lot lines) is encouraged in order to provide view lines between adjacent developments.



Staggered Grid Lot Plan

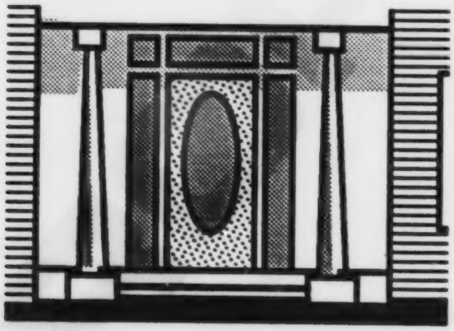
2.7 Buildings should provide for a prominent main entrance facing the street. Entrance identity can be enhanced with architectural treatments such as arches, entry gates, court yards and special landscaping treatments.

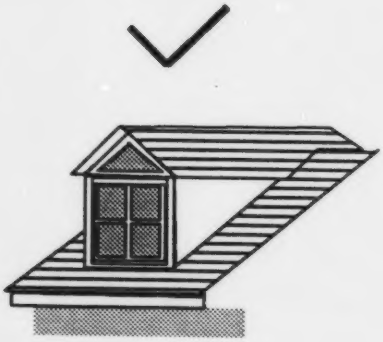


2.8 Buildings of more than two storeys should incorporate the upper stories within the roof structure.

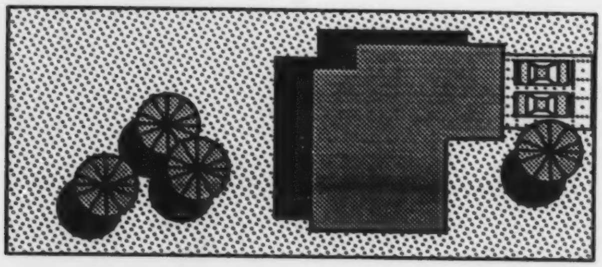
2.9 Accent window shapes are encouraged.

2.10 Buildings with dormers, niches, alcoves and other structural detailing are encouraged.

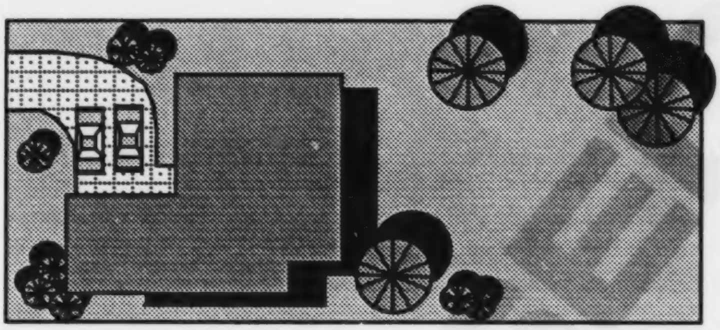




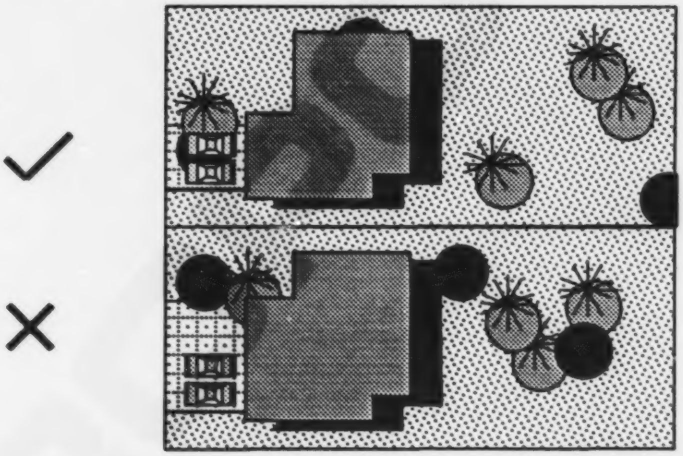
2.11 A minimum of two on site parking stalls should be provided.



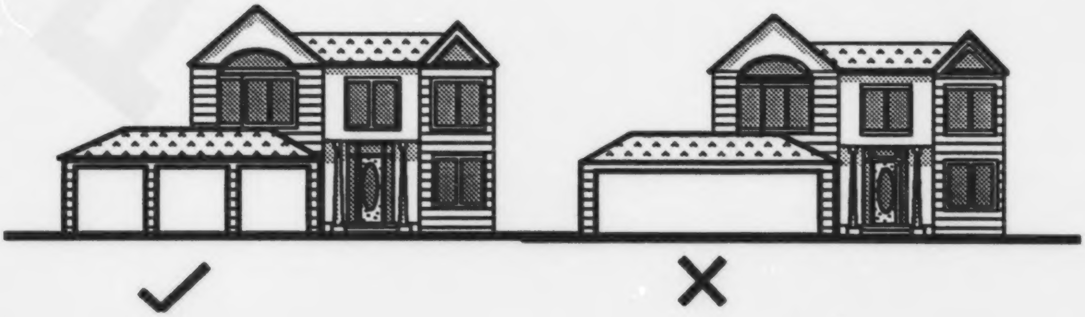
2.12 Design techniques, which attempt to reduce the negative visual effects caused by long monotonous rows of garage doors, such as turning of garage entries, placing a second storey room over the garage and increasing the architectural details around the garage doors are encouraged.



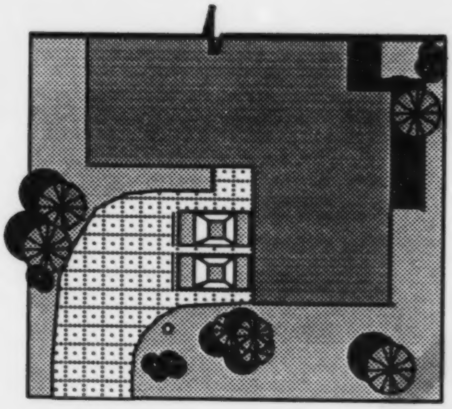
2.13 Front driveways should not exceed a double car width (i.e. 5.5 meters [18 feet]) unless they are interrupted with landscaping or other elements to reduce the impact of a broad hard surface area.



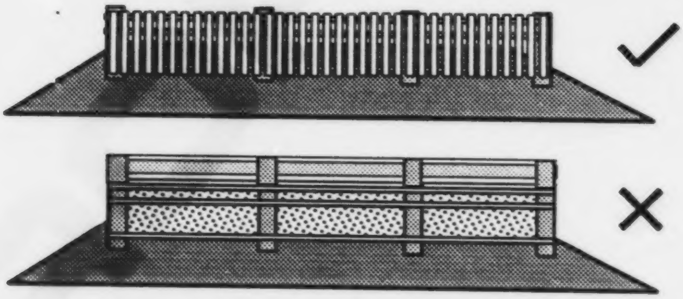
2.14 Houses with a solid triple car garage should be discouraged. Garages with three single doors are encouraged over one single and one double garage door facing the street.

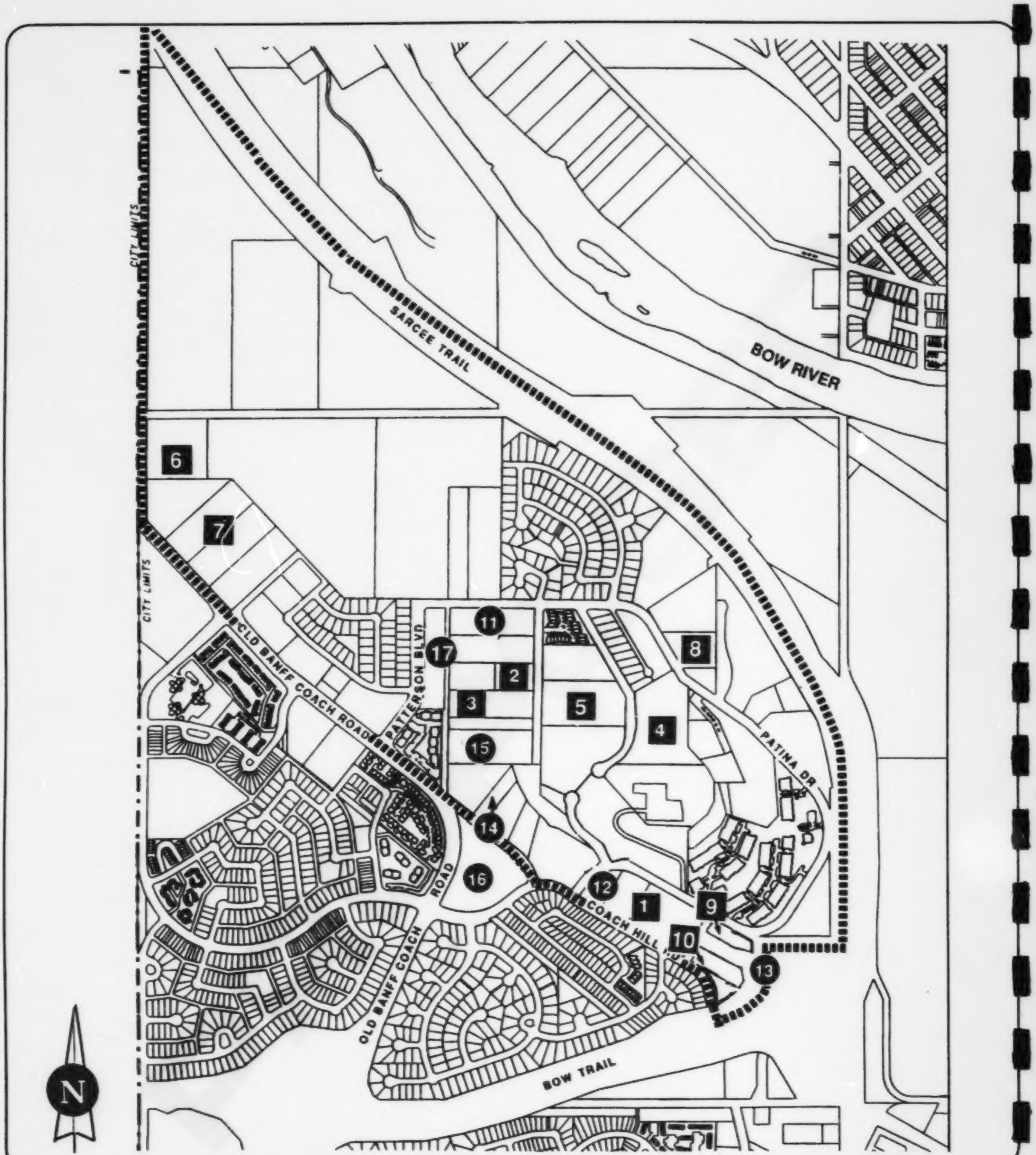


2.15 Detailed front yard landscaping and feature lighting are encouraged.



2.16 Fencing should be of a low profile, open design.




SARCEE TRAIL
BOW RIVER
CITY LIMITS
CITY LIMITS
OLD BANFF COACH ROAD
PATTERSON BLVD
PATINA DR
COACH HILL
OLD BANFF COACH ROAD
BOW TRAIL
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PATTERSON HEIGHTS

MAP No.
5

TITLE
SITES REQUIRING
IMPLEMENTATION

DATE
August 1991

THE CITY OF CALGARY

0 152 304 m
0 500' 1000'

LEGEND

■ RESIDENTIAL
● OPEN SPACE
NUMBERS CORRESPOND TO SITES DESCRIBED IN APPENDICES 'C' AND 'D'

▪▪▪▪▪▪ PATTERSON HEIGHTS PLAN AREA BOUNDARY

APPENDIX C

RESIDENTIAL LAND USE POLICY AREAS RECOMMENDED ACTIONS AND DEVELOPMENT GUIDELINES

A. SITES REQUIRING REDESIGNATION

SITE (MAP 5)	EXISTING LAND USE DESIGNATION	RECOMMENDED LAND USE POLICY AND DESIGNATION	ACTION REQUIRED/ DEVELOPMENT GUIDELINES	PURPOSE
1	DC(172Z82)	o Low/Medium Density Multi-Family Residential o Maximum density 12 units per acre (29/ha) on south and 16 units per acre (39/ha) on north. o DC to support low profile comprehensively designed low/medium density multi-family development.	o The 2.47 ha (6.11 ac) site should be redesignated from DC (172Z82) to DC (RM-1) at a density ranging from 12 to 16 units per acre (29-39 units per hectare). o Development Guidelines (see Appendix B) should be considered by the Approving Authority in reviewing development applications. o The Approving Authority should also consider: - compatibility/interface with the adjacent low density, low profile residential area to the south. - site access to be from Patina Drive S.W. - retention and protection of significant topographic features and mature trees. - provision of adequate on-site parking and amenities for the proposed development. - provision of a bicycle pathway along south portion of the site. - undertake to fill, grade and grass the City-owned parcel to the west (carry over from existing bylaw). - development on the site to be slope adaptive. - building form to respect the view corridor of the existing community and minimize disruption to the natural contours of the site. - preferred housing types: low profile single detached, semi-detached, and/or comprehensively designed townhouse units.	o To accommodate low/medium density multi-family development which will be compatible with the low density residential area to the south and the low/ medium density residential to the north. o Proposed density will ensure Plan's overall consistency with Strathcona Design Brief.

A. SITES REQUIRING REDESIGNATION

SITE (MAP 5)	EXISTING LAND USE DESIGNATION	RECOMMENDED LAND USE POLICY AND DESIGNATION	ACTION REQUIRED/ DEVELOPMENT GUIDELINES	PURPOSE
2	RM-1	o Low Density Single Family/ Semi-detached Residential. o DC to support low profile single family and/or semi-detached housing.	o The 0.6 ha (1.46 ac.) site should be redesignated from RM-1 to DC (R-2A) at a maximum density of 8 units per acre (19.8 units per hectare). o Development Guidelines (see Appendix B) should be considered by the Approving Authority in reviewing development applications. o The Approving Authority should also consider: - compatibility/interface with the adjacent low/medium density residential development and Joint Use site. - site access to be from Prominence Way (north leg). - provision of adequate on-site parking and amenities for the proposed development. - preferred housing types: low profile single detached and/ or semi-detached.	o To accommodate low density residential development which will be compatible with the low density residential development to the east and the Joint Use Site to the north and west. o Proposed density will ensure the Plan's overall consistency with the Strathcona Design Brief.
3	DC(10Z83)	o Low Density Single-Family/ Semi-detached Residential. o DC to support low profile Single Family and/or Semi-detached housing.	o The 1.25 ha (3.11 ac.) site should be redesignated from DC (10Z83) to DC (R-2A) at a maximum density of 8 units per acre (19.8 units per hectare). o Development Guidelines (see Appendix B) should be considered by the Approving Authority in reviewing development applications. o The Approving Authority should also consider: - compatibility/interface with the adjacent low density residential character of the area and the Joint Use site. - site access to be from Prominence Way (north leg). - provision of adequate on-site parking and amenities for the proposed development.	o To accommodate low density residential development which will be compatible with the low density residential area to the east and the Joint Use site to the north. o Proposed density will ensure Plan's overall consistency with the Strathcona Design Brief.

A. SITES REQUIRING REDESIGNATION

SITE (MAP 5)	EXISTING LAND USE DESIGNATION	RECOMMENDED LAND USE POLICY AND DESIGNATION	ACTION REQUIRED/ DEVELOPMENT GUIDELINES	PURPOSE
3 Cont'd			- preferred housing types: low profile single detached and semi-detached.	
4	DC (72Z86) Site A	o Low/Medium Density Multi-Family Residential. o DC to support low profile comprehensively designed low/medium density multi-family housing.	o The 1.97 ha (4.87 ac) site should be redesignated from DC (72Z86, Site A) to DC (RM-1) at a maximum density of 12 units per acre (29 units per hectare). o Development Guidelines (see Appendix B) should be considered by the Approving Authority in reviewing development applications. o The Approving Authority should also consider: - compatibility/interface with the adjacent low density residential character of the area and environmentally sensitive lands. - transition in density and build form from north to south portions of the site to ensure compatibility with lower density residential to the north. - retention and protection of significant topographic features and mature trees. - provision of adequate on-site parking and amenities for the proposed development. - proposed development to respect view corridors of existing community and minimize disruption to natural contours of site. - preferred housing types: low profile single detached, semi-detached and/or comprehensively designed townhouse units. - site access to be from Patina Hill S.W.	o To accommodate low/medium density multi-family residential development which will be compatible with the low density residential development to the north and west and the low/medium density residential area and broadcasting facility to the south. o Proposed density will ensure Plan's overall consistency with the Strathcona Design Brief.

A. SITES REQUIRING REDESIGNATION

SITE (MAP 5)	EXISTING LAND USE DESIGNATION	RECOMMENDED LAND USE POLICY AND DESIGNATION	ACTION REQUIRED/ DEVELOPMENT GUIDELINES	PURPOSE
5	DC (75Z82)	o Low Density Single-Family/ Semi-detached Residential Area. o DC to support low density single/semi-detached residential housing.	o The 2.02 ha. (5.0 ac) site should be redesignated from DC (75Z82) to DC(R-2A) at a maximum density of 6 units per acre (14.8 units per hectare). o Development Guidelines (see Appendix B) should be considered by the Approving Authority in reviewing development applications. o The Approving Authority should also consider: - compatibility/interface with the adjacent low density residential character of the area - provision of adequate on-site parking and amenities for the proposed development. - preferred housing types: low profile single detached and/ or semi-detached housing units.	o To accommodate low density single family semi-detached residential development which will be compatible with low density residential development to north, east, and west and with low/medium density residential development to the south. o Proposed density will ensure the Plan's overall consistency with the Strathcona Design Brief.

B. SITES NOT REQUIRING REDESIGNATION BUT CHANGE RECOMMENDED FROM 1981 CONCEPT

SITE (MAP 5)	EXISTING LAND USE DESIGNATION	RECOMMENDED LAND USE POLICY AND DESIGNATION	ACTION REQUIRED/ DEVELOPMENT GUIDELINES	PURPOSE
6	UR (maximum density of 6 u.p.a. under 1981 Concept Plan)	o Low Density Single Family/ Semi-Detached Residential o DC to support low profile single family and/or semi-detached housing at a maximum density of 8 units per acre.	o Redesignation will be the responsibility of the owner/ developer. o At time of development, landowner advised to consider application of Development Guidelines (see Appendix B).	o To accommodate single-family/semi-detached residential development which will be compatible with the low density residential area to the south and the low/medium density residential development to the north and east. o Proposed density will ensure the Plan's overall consistency with the Strathcona Design Brief.
7	UR (maximum density of 200 units 6-16 u.p.a. under 1981 Concept Plan)	o Low Density Single Family/ Semi-detached Residential and Low Density Multi-Family Residential (on the portion of the site adjacent to Old Banff Coach Road). o R-1 to support single family housing to a maximum density of 6 units per acre. o DC to support low profile semi-detached housing to a maximum density of 8 units per acre and low profile comprehensively designed multi-family housing to a mximum of 10 units per acre, adjacent to Old Banff Coach Road S.W.	o Redesignation will be the responsibility of the owner/ developer. o At time of development, landowner advised to consider application of Development Guidelines (see Appendix B).	o To accommodate low density single detached/semi-detached residential and low density multi-family residential development which will be compatible with the low density single family area to the north and the low/medium density residential area to the east and south. o Proposed density will ensure the Plan's overall consistency with the Strathcona Design Brief.
8	UR (maximum density of 12 units, 6 u.p.a. under 1981 Concept Plan)	o Low Density Single Family Residential Area o Recommended as potential heritage site. o DC to support the preservation of the existing "Crandel House".	o Redesignation will be the responsibility of the owner/ developer.	o To support the preservation of the existing "Crandel House".
9	R-1 (maximum density of 15 units, 20 u.p.a. under 1981 Concept Plan)	o Low Density Single Family Residential Area to a maximum of 8 units per acre. o R-1 to support single family housing.	o Redesignation will be the responsibility of the owner/ developer. o At time of development, landowner advised to consider application of Development Guidelines (see Appendix B).	o To accommodate single-family residential development which will be compatible with the proposed low density residential area to the south and the low/medium density residential area to the north. o Proposed density will ensure the Plan's overall consistency with the Strathcona Design Brief.

B. SITES NOT REQUIRING REDESIGNATION BUT CHANGE RECOMMENDED FROM 1981 CONCEPT

SITE (MAP 5)	EXISTING LAND USE DESIGNATION	RECOMMENDED LAND USE POLICY AND DESIGNATION	ACTION REQUIRED/ DEVELOPMENT GUIDELINES	PURPOSE
10	UR (maximum density of 14 units, 16 u.p.a. under 1981 Concept Plan)	o Low Density Single Family/ Semi-Detached Residential Area to a maximum of 8 units per acre. o R-1 to support single family housing.	o Redesignation will be the responsibility of the owner/ developer. o At time of development, landowner advised to consider application of Development Guidelines (see Appendix B).	o To accommodate single-family residential development which will be compatible with the proposed single family residential area to the north and south. o Proposed density will ensure the Plan's overall consistency with the Strathcona Design Brief.

APPENDIX D

OPEN SPACE AND COMMUNITY SERVICES LAND USE POLICY AREAS

SITE (MAP 5)	EXISTING DESIGNATION AND LOCATION	PROPOSED DESIGNATION/IMPLEMENTATION	PURPOSE
11.	UR 1220 Prominence Hill S.W.	Site to be redesignated from UR to PE.	o To reflect future Joint Use Site.
12.	UR 5930 Coach Hill Road S.W.	Site to be redesignated from UR to PE .	o To reflect future use as open space.
13.	DC (172Z82) - Parcel B 5628, 5628R, & 5704M Coach Hill Road S.W. R-1 5550 Patina Drive S.W. UR 5704 Coach Hill Road S.W. Portion of Patina Close S.W.	The Land and Housing Department in consultation with the Planning & Building Department should enter into discussions with the owners of 5550 Patina Drive S.W. and 5704 Coach Hill Road S.W. with a view to creating a more rational land use configuration for both privately owned and publicly owned lands. A reconfiguration of the lands would ensure the preservation of an existing ravine and could accommodate a portion of the regional pathway system. If an agreement can be reached in conjunction with the other owners, the Land and Housing Department and the owners should undertake any sub-division, redesignation, and road or lane closures necessary to obtain the preferred configuration. City owned lands should be redesignated to PE to reflect future open space use. A portion of Patina Close S.W. could be developed for a future pathway.	o To reconfigure privately and publicly owned lands in order to preserve existing ravine and accommodate low density residential development.
14.	UR 404 Prominence Way S.W.	Site to be redesignated from UR to PE.	o To reflect future use as open space.
15.	UR 908 Prominence Hill S.W.	The Land and Housing Department, in consultation with the Parks and Recreation and the Planning & Building Departments should enter into negotiations with the owner of the 3.94 acre parcel to acquire all or a portion of the site for future open space on an opportunity basis. There is a 2.79 ac. Deferred Reserve Caveat (801 209339) registered against the title. If agreement can be reached, the site shall be redesignated from UR to PE to reflect future open space use.	o To pursue the acquisition of all or a portion of the site for future open space (City has a 2.79 acre Deferred Reserve Caveat on the site).

SITE (MAP 5)	EXISTING DESIGNATION AND LOCATION	PROPOSED DESIGNATION/IMPLEMENTATION	PURPOSE
16.	UR and PE 550 Prominence Way S.W. 6204 Coach Hill Road S.W., et al	The Calgary Parks and Recreation, Planning & Building Departments and the Public School Board in consultation with the Community Association shall identify an optimal location for the Community Association Lease site. Once a site is identified, the Land and Housing Department, in consultation with the Planning & Building Department should undertake any necessary land exchange, subdivision, redesignation and/or disposal of reserve processes required to obtain the preferred site.	o To determine an optional location for the Community Association lease site.
17.	Prominence Hill S.W. (south of Patina Drive S.W. to Prominence Way S.W.)	To accommodate the regional pathway system, the Planning & Building Department, in consultation with the Parks and Recreation Department, should initiate a road closure by-law (for all or a portion of Prominence Hill S.W. between Patina Drive S.W. and Prominence Way S.W.) for consolidation with adjacent Joint Use land and other open space parcels. The timing and portion of the road to be closed will be dependent on the development and provision of alternate access to residential properties located at 1020 Prominence Hill S.W. and 908 Prominence Hill S.W.	o To accommodate the regional pathway system, a road closure and consolidation with adjacent open space should be undertaken.
	Status of City Lands/ Landscaping Standards	The Parks and Recreation Department, in conjunction with the Community Association, should develop a plan of improvements with respect to roadway planting and development of public open spaces (Joint Use Site, park sites and tot lots). The Parks and Recreation Department should review the status of all City lands in Patterson Heights and where lands are deficient, from a landscaping point of view, the Department should implement a program, within the normal budget process, to bring these lands up to City standards. The Parks and Recreation Department and the Community Association should also investigate the option of a local improvements by-law/ local benefits by-law or other available programs (e.g. Arbour Day, Planting Incentive Program) for the advancement of such work. The following improvements should be carried out on a long term basis: o Boulevard planting, including new replacement and supplemental planting, should be undertaken to maintain a planting rhythm along all residential streets. This program may be carried out under the auspices of the Urban Forest Management Policy adopted by	o To develop a phased plan of landscaping improvements for boulevard and median planting as well as development of public open spaces and pathway system.

SITE (MAP 5)	EXISTING DESIGNATION AND LOCATION	PROPOSED DESIGNATION/IMPLEMENTATION	PURPOSE
Cont'd	Status of City Lands/ Landscaping Standards Cont'd	Council, the Adopt-a-Tree or the Planting Incentive Programs. Maintenance of trees is encouraged through the Adopt-a-Tree Program. o Old Banff Coach Road (between Bow Trail and Coach Hill Road S.W.) should be landscaped where possible, planted, in accordance with existing policy and landscaping standards, in order to provide visual continuity with the median planting on Old Banff Coach Road, north of Coach Hill Road S.W. o Public open spaces such as the Joint Use Site and other park spaces should be edge planted to reflect the boulevard planting on the opposite side of the street, adjacent to residential development. Maintenance of parks is encouraged through the Adopt-a-Park Program. o The two proposed parks located adjacent to Coach Hill Road (5930 and 5628 Coach Hill Road S.W.) should be developed as pocket parks with benches and trees, to serve as focal points for the surrounding community, in recognition of their unique views. Improvements and maintenance of these parks could be encouraged through the Adopt-a-Park program.	
	All Open Space	The Calgary Parks and Recreation Department in consultation with the community and other civic departments should develop a concept plan for an open space system in Patterson Heights and prioritize the actions required to implement the plan. A Needs and Preference Study may be required in order to establish community parks and open space priorities.	
	Environmental Reserve Lands	Retain the existing natural state. Consideration of providing some public walking trails and sitting/lookout areas may be appropriate. Such trails may include interpretative information panels describing the flora and fauna and should be narrow in width, to minimize the impact.	o To retain environmental reserve lands in their natural state. The provision of some walking trails and seating areas may be appropriate.
	Heritage Resource	The Planning & Building Department in consultation with the Community Association should enter into discussions with the owner of the "Crandel House" regarding potential designation as a heritage site.	o To preserve the "Crandel House" as a historical resource.

SUPPORTING INFORMATION

SUPPORTING INFORMATION TO THE PATTERSON HEIGHTS CONCEPT PLAN

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COUNCIL AMENDMENTS TO THE PATTERSON HEIGHTS (STRATHCONA CELL "A") REVISED CONCEPT PLAN

At its meeting of 1991 November 5, City Council adopted by resolution, the Patterson Heights "Cell A" Concept Plan, with the following changes:

1. That the following statement be added to Page v of the Plan, immediately following the word "Preface":

   "The Patterson Heights (Strathcona Cell "A") Revised Concept Plan is a non statutory plan adopted by resolution of City Council. As such, it is not legally binding in the sense that a statutory plan such as an Area Redevelopment Plan or an Area Structure Plan is. Rather, the Concept Plan is intended to provide advice for the consideration of municipal approving authorities when taking planning decisions in the area covered by the Concept Plan. The Plan is not intended to fetter the discretion of these authorities in the exercise of their responsibilities."

2. That, in Paragraph 1.0, Introduction & Purpose, on Page 1, the fourth sentence be deleted and replaced with the following sentence:

   "Thus, the purpose of this Concept Plan is to assist approving authorities in making decisions concerning the future use, subdivision, and development of land in Patterson Heights, a neighbourhood in the southwest sector of the city."

3. That, in Paragraph 1.3, Authority of the Plan, on Page 2, the second sentence be deleted and substituted with the following sentence:

   "As such, it sets out City Council's views with respect to the future planning and development of Patterson Heights so as to enable approving authorities to take these views into consideration in reviewing planning applications in the community."

4. That, in Section 4.1.2, Policy 3: View Potential, on Page 10, the following be added at the end of the sentence:

   "...with the intent to maintain existing views to the maximum extent possible."

...2/

5. That, in Section 4.1.2, Policy 6: Slope Adaptive Design, on Page 11, the policy be deleted in its entirety and replaced with the following:

   "All new residential development along the escarpment and on sloped lands shall:

   a) incorporate a slope adaptive design into their development, and

   b) follow the natural contours of the site wherever possible, avoiding the use of cut and fill."

6. That, in Appendix B, Section 1.0, Guideline 1.1.11 on Page 32, the following paragraph be added:

   "The Concept Plan should allow for changes in design for projects of special nature such as seniors or retirement villages, etc. These changes do not allow for additional density, but could provide for more secure fencing - and inwardly focused housing or others as they apply."

7. That, in Appendix C, Subsection B, Site 7 on Page 47, the following shall be added to the end of the first paragraph under the purpose column:

   "...and not to exceed a total of 123 housing units."

8. That, in the Supporting Information Section, Table 2, Site 16 on Page 88, the unit breakdown be deleted and replaced with the following:

   "31SF
   44SF/SEMI
   48TWH"

It is the intent of the Planning and Building Department to print a final document once City Council has considered the associated land use redesignation applications. The final concept plan will incorporate all the revisions resulting from Council's consideration of these redesignations.

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SUPPORTING INFORMATION TO THE PATTERSON HEIGHTS CONCEPT PLAN

PREFACE

This section provides the background information to the Patterson Heights Community Plan. The purpose of this information is to describe the context within which the planning proposals of the Plan have been formulated.

1.0 COMMUNITY PROFILE

1.1 LOCATION (Map 1)

Strathcona Cell "A", which is also known as Patterson Heights, is located in the southwest quadrant of the City and bounded by Sarcee Trail S.W. on the north and east, by Old Banff Coach Road S.W. and Coach Hill Road S.W. on the south and the 69th Street right of way (city boundary) on the west. The community has excellent access to the Downtown and other employment centres via Bow Trail and Sarcee Trail. From a city-wide perspective, the community is also in proximity to many of Calgary's major institutional and recreational facilities such as the University of Calgary, Foothills Athletic Park, McMahon Stadium, Shouldice Athletic Park, Canada Olympic Park, and Edworthy Park - Lowry Garden.

1.2 TOPOGRAPHIC AND NATURAL FEATURES

Most of Patterson Heights is located on top of an escarpment area, lying to the south of the Bow River. Some of the residences built on the slope area, above Sarcee Trail, have dramatic views of the Downtown to the east, the mountains to the west, and Nose Hill and the river valley to the north. The C.F.C.N. broadcasting facility is located on a plateau, locally known as Broadcast Hill.

The land elevation within Patterson Heights varies by approximately 300 vertical feet. This elevation difference provides excellent views of the Downtown, the Rocky Mountains, and the Bow River Valley. In addition, the area is visible to many existing built up areas of the City and consequently, this visibility is one of the parameters which must be respected in the sensitive handling of development in Patterson Heights.

The land is rolling with several gradient changes including steep small coulees which serve as natural drainage courses. The drainage system in Patterson Heights does not contain any permanent streams or large standing water bodies; however, drainage channels facilitate the recharge and natural run-off of rain and snow melt waters. Both the Strathcona Design Brief and Cell"A" Concept Plan proposed design controls to protect slope areas as well as designating drainage channels as environmental reserve where the effect of development would be minimized.

Broadcast Hill represents one of only two examples in the Calgary region of a landform termed a Bedrock-Cored Hill. It is exposed to the highest winds in Calgary, particularly on the west and north slopes and on the plateau.

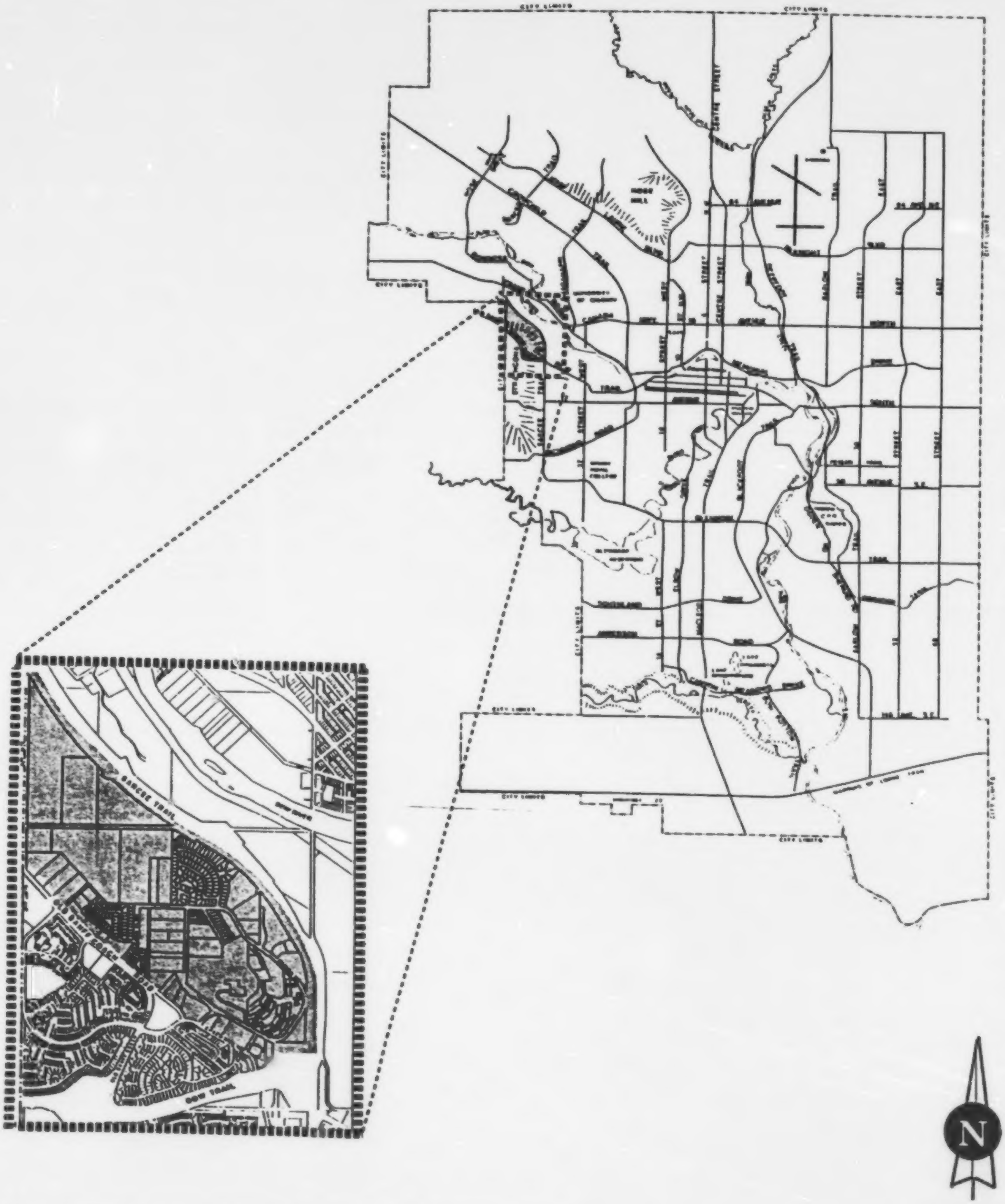
1.3 HISTORY

The Strathcona area, and Patterson Heights in particular has a long and interesting history tied to the growth of Calgary.

In 1905, at the time the Province of Alberta was created, it was decided that the University of Alberta would be located in Calgary and the Provincial Legislature would be situated in Edmonton. The area selected as the site for the University is the area now known as Patterson Heights, which was then called Varsity Heights. However, when both the university and the legislature were located in Edmonton, the 25 foot subdivided lots, which had been established in Varsity to allow for a major development, reverted to farmland.

The house, at present owned by Mr. and Mrs. Stu Hart, and located in the northeast portion of Patterson Heights, was originally built in 1905 and owned by the Crandel family. The Crandels owned the first brick factory in Alberta which was located in the Edworthy ravine area near the Brickburn railroad station. During the depression, the house was taken over by the City, for non-payment of taxes. During the time the City held the property for taxes, it was home to the Alberta Children's Hospital. The site was subsequently sold to Mr.Patterson, who lived in it for many years and after whom the area is now named.

The Old Banff Coach Road, which was originally named the Banff Tote Road, was built to access the construction of the C.P.R. and to avoid travelling the Cochrane Hill. The name Coach Road is an adaptation of the original term Tote Road.


CITY LIMITS
SARCEE TRAIL
BOW TRAIL
CENTRE STREET
N

LEGEND

▨ PLAN AREA

PATTERSON HEIGHTS

MAP No. 1

TITLE LOCATION OF STUDY AREA

DATE August 1991

0 152 304 m
0 500 ' 1000 '

THE CITY OF CALGARY

1.4 EXISTING LAND USE AND LAND USE DESIGNATIONS

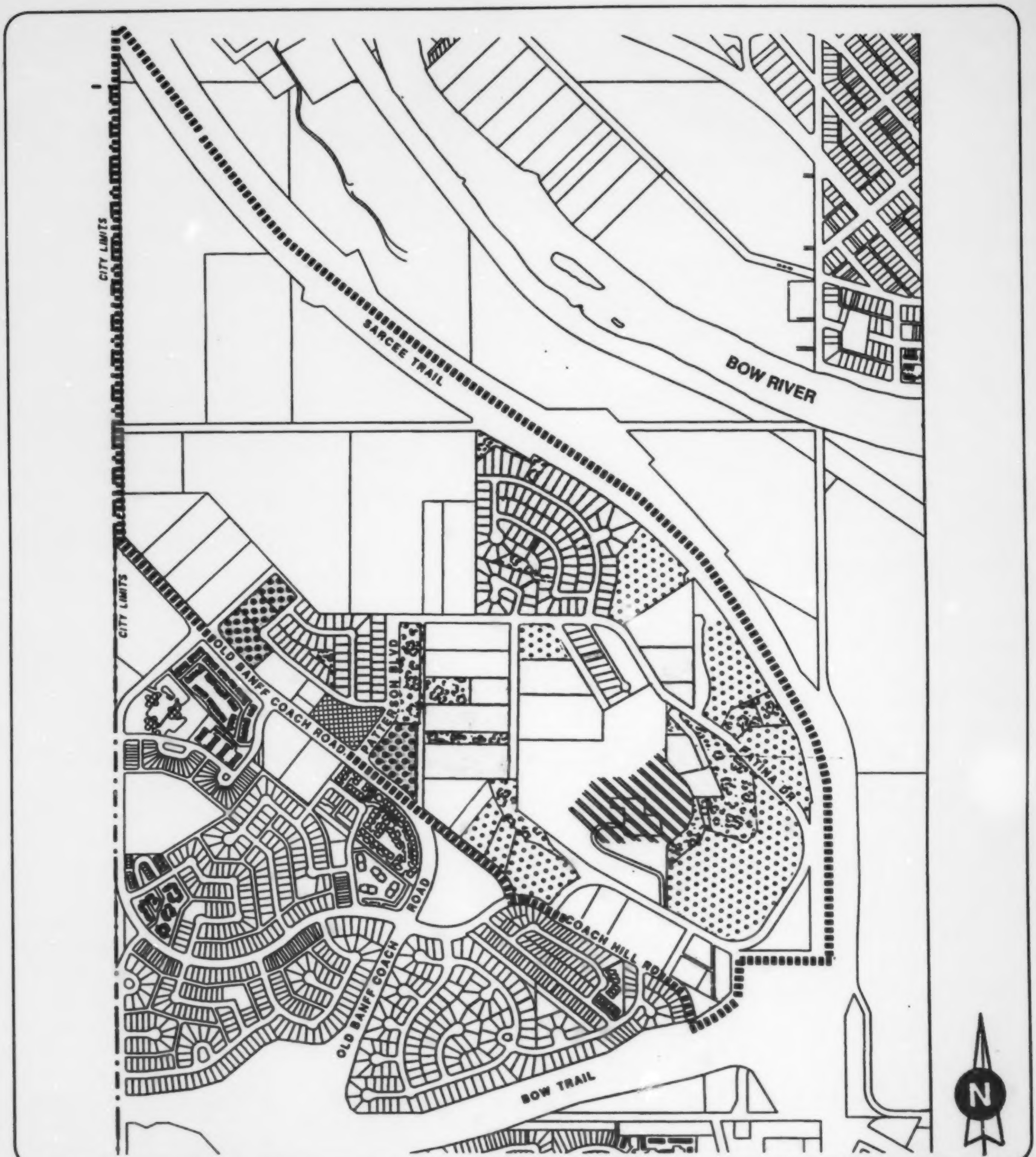
Patterson Heights, occupying a gross area of approximately 196 hectares (417 acres) of land, was annexed to the City in 1956 but did not undergo urban development until the early 1980's. Scattered single family residences on larger parcels of land comprise approximately 4.6 hectares (11.35 acres). Approximately one-quarter or 40.6 hectares (100.3 acres) of Patterson Heights is developed as low to medium density residential, including single family and low/medium density multi-family residential development. The multi-family residential development is concentrated in the eastern and southwestern portions of the Plan area while the single detached residential development is concentrated in the northeastern and west central portions of the Plan. Approximately three percent of the land within Patterson Heights is developed for commercial uses, including a neighbourhood convenience shopping centre site and the C.F.C.N. broadcasting facility. The balance of the lands are undeveloped, although the northern 54 hectares (134 acres) of land was the subject of a recent redesignation and outline plan approval. These lands are proposed for a mix of single detached and low to medium density multi-family development.

Maps 2 and 3 show the distribution of existing land uses and the land use designations (zoning) within Patterson Heights. Figures 1 and 2 illustrate the distribution of existing zoned and developed land uses.

1.4.1 Residential

Patterson Heights has been developing slowly since 1981, with initial urban development in the form of low density single detached housing occurring in the northeastern portion of the Plan area (Prominence Point), followed by single detached and multi-family residential development in the west central and eastern portions of the community.

As shown on Map 3, the majority of lands within Patterson Heights are currently designated DC (Direct Control District) and R-1 (Residential Single-Detached District), while the balance of the lands proposed for residential development are designated UR (Urban Reserve District), RM-1 (Residential Low Density Multi-Dwelling District) and R-2A (Residential Low Density District). Direct Control is a designation intended to provide for developments that, due to their unique characteristics or unusual site constraints, require specific regulations unavailable in other land use districts. This district has been applied to numerous sites within Patterson Heights due to the unique topography of the area. A description and location of each DC District within Patterson Heights is contained on Map 4. A Direct Control district has been developed to accommodate single detached residential development as well as multi-family residential development. Lands


CITY LIMITS
CITY LIMITS
SARCEE TRAIL
BOW RIVER
OLD BANFF COACH ROAD
PATTERSON BLVD
PATINA DR
ROAD
COACH HILL RD
OLD BANFF COACH
BOW TRAIL
N

LEGEND

░	SINGLE FAMILY
▓	APARTMENTS
⠿	TOWNHOUSES
▦	COMMERCIAL
▒	PARKS
▨	EMPLOYMENT CENTRE
☐	UNDEVELOPED LAND
▪▪▪▪▪▪▪▪	PLAN AREA BOUNDARY

PATTERSON HEIGHTS

MAP No. 2

TITLE EXISTING GENERALIZED LAND USE

DATE August 1991

0 152 304 m

0 500' 1000'

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

currently developed for single detached housing represent approximately 67 acres of developable land within the Plan area, while lands currently developed for low to medium density multi-family development represent approximately 38 acres of developable land within the Plan area.

1.4.2 Commercial

Land designated for commercial development occupies approximately 1.5 percent of the total developable land area within Patterson Heights. Map 3 shows the 2.2 hectares (5.36 acres) neighbourhood shopping centre site on the northwest corner of Old Banff Coach Road and Patterson Boulevard. The easterly 1.8 hectare (4.46 acres) of the site are currently developed as a neighbourhood shopping centre, containing a variety of convenience retail, personal service, and office uses, while the westerly 0.36 ha (0.9 acres) is vacant. This site is identical in size and configuration to the one identified in the 1981 Concept Plan. This site is considered appropriate to serve the day-to-day shopping needs of the immediate neighbourhood.

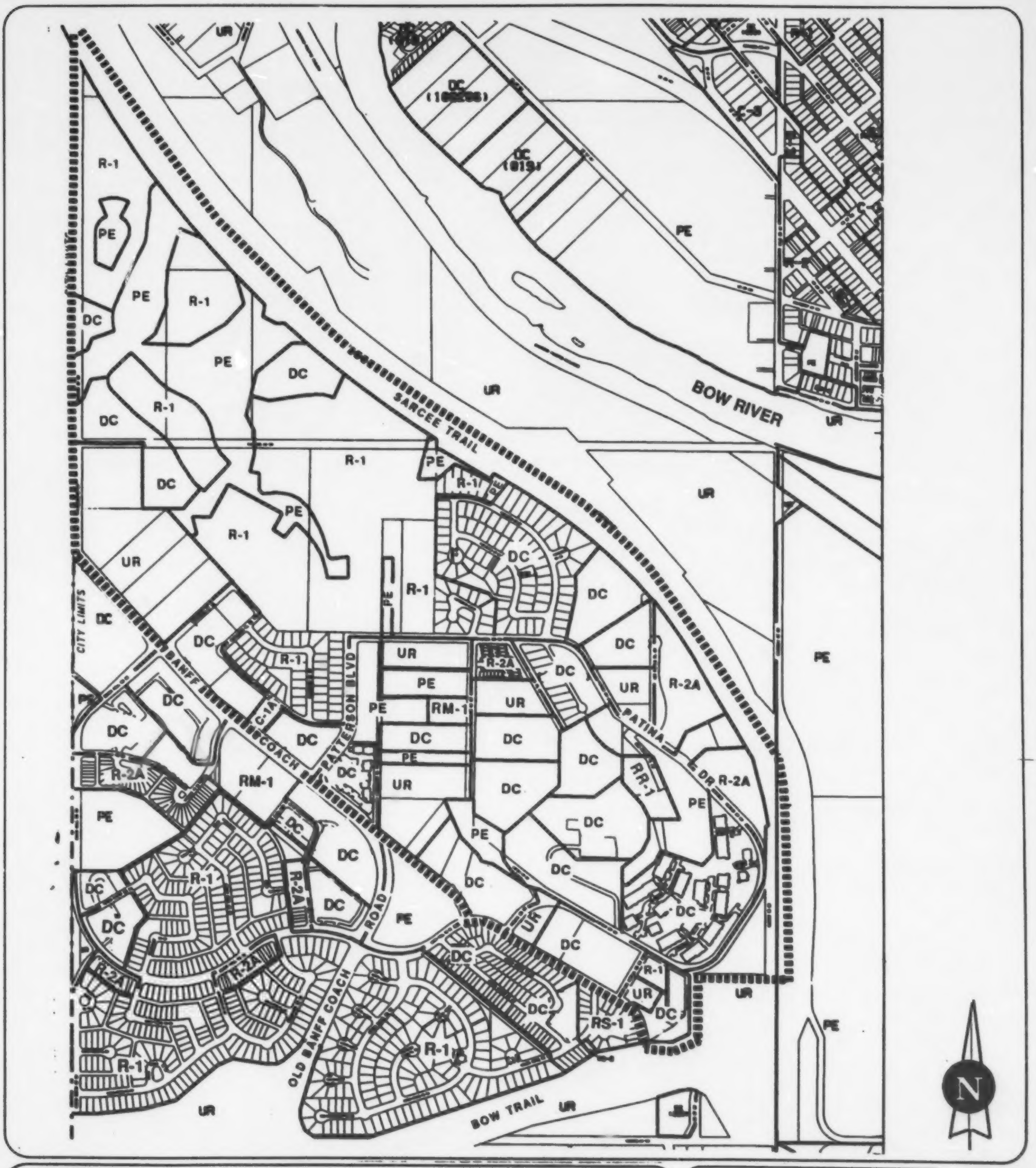
1.4.3 Employment Centre

An employment centre of 3.12 ha (7.72 acres) in size is located in the east central portion of the Plan area, on a plateau known locally as "Broadcast Hill". The site is occupied by the radio and television broadcasting facilities of C.F.C.N. Communications Ltd. The original broadcasting facility was developed in 1961, with two subsequent expansions. No further expansion plans or plans to relocate the facility are currently proposed by C.F.C.N.

1.4.4 Community and Institutional Facilities

Currently there are no developed community or institutional facilities within Patterson Heights. There are other recreational, cultural, and educational facilities that are easily accessible to the community (e.g., the University of Calgary, Foothills Athletic Park, and McMahon Stadium).

A 2.75 acre parcel of land (550 Prominence Way S.W.) located in the south central portion of the community is owned by The Covenant Evangelical Church which has indicated an intent to develop a church facility in the future.


UR
DC (1
DC (813)
C-3
R-1
PE
DC
UR
BOW RIVER
SARCEE TRAIL
R-1
DC
PE
R-1
R-1/
PE
DC
UR
PE
CITY LIMITS
BANFF
COACH
C-1A
PATTERSON BLVD
R-2A
RM-1
RR-1
PATINA
DR
R-2A
OLD BANFF COACH
ROAD
RS-1
BOW TRAIL
N

LEGEND

R-1 RS-1	RESIDENTIAL SINGLE-DETACHED DISTRICT
RR-1	RESTRICTED RESIDENTIAL SINGLE-DETACHED DISTRICT
R-2A	RESIDENTIAL LOW DENSITY DISTRICT
RM-1	RESIDENTIAL LOW DENSITY MULTI-DWELLING DISTRICT
C-1A	LOCAL COMMERCIAL DISTRICT
DC	DIRECT CONTROL DISTRICT
PE	PUBLIC PARK, SCHOOL & RECREATION DISTRICT
UR	URBAN RESERVE DISTRICT
PS	PUBLIC SERVICE DISTRICT
▪▪▪▪▪▪▪	PLAN AREA BOUNDARY

PATTERSON HEIGHTS

MAP No. 3

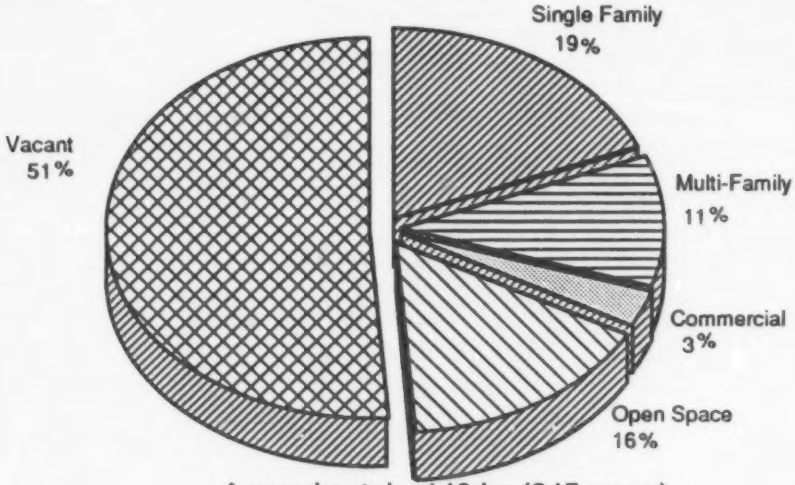
TITLE
EXISTING LAND USE DESIGNATIONS

DATE
August 1991

0 152 304 m
0 500' 1000'

THE CITY OF CALGARY

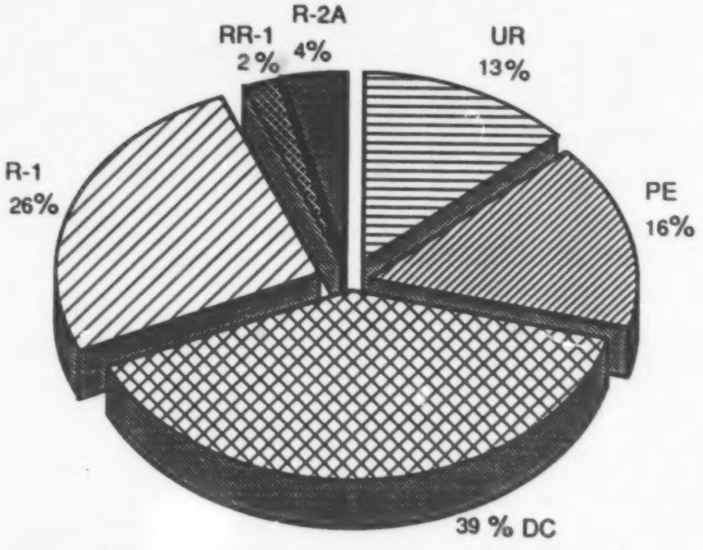
Fig. No. 1 EXISTING LAND USE DISTRIBUTION



Approximately 140 ha (345 acres)

Source: Planning & Building Department 1990

Fig. No. 2 EXISTING LAND USE DISTRICTS



Approximately 140 ha (345 acres)

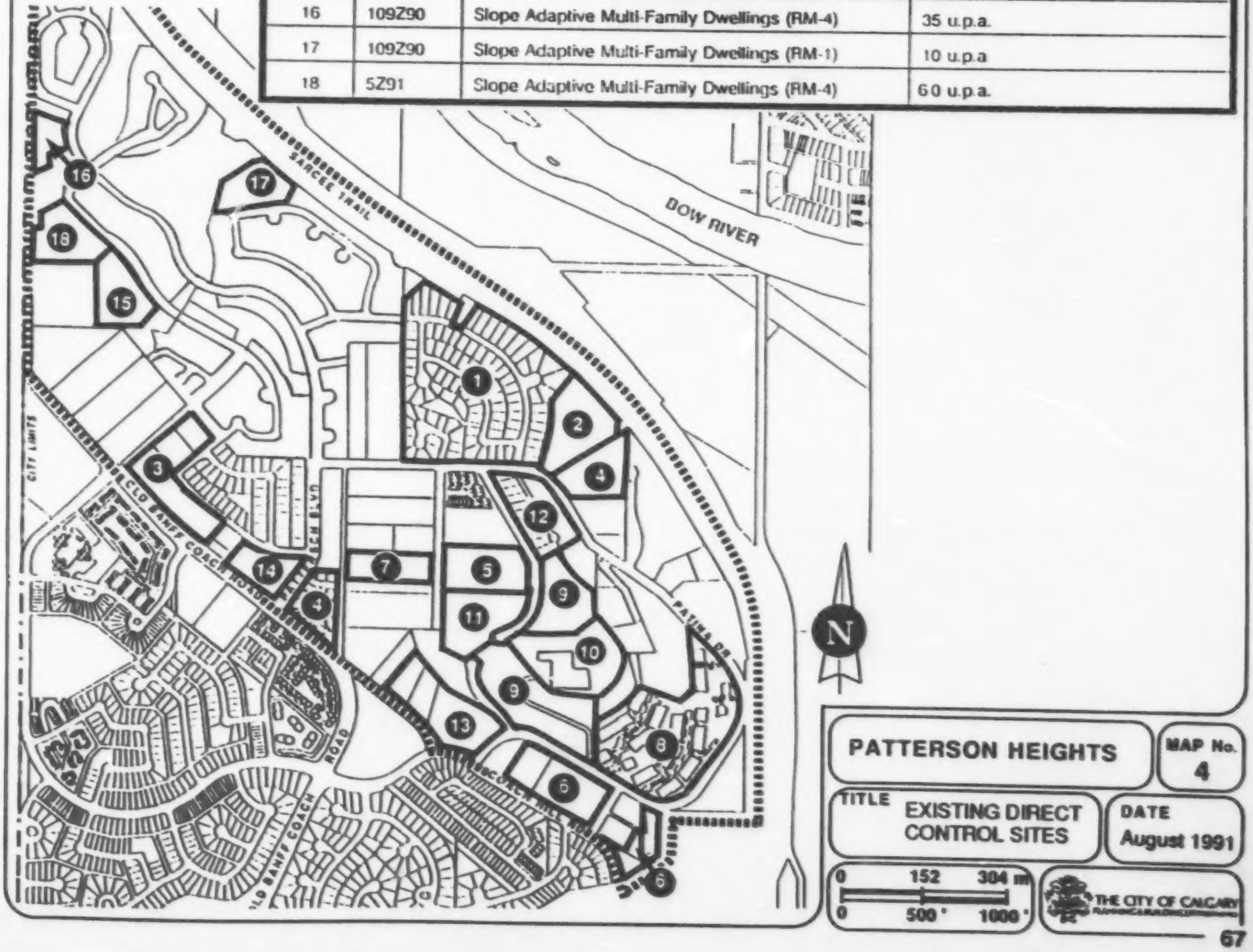
Source: Planning & Building Department 1990

1.4.5 Open Space and School Facilities

At present, there are no schools within Patterson Heights or the adjacent community of Coach Hill. The 1981 Cell "A" Concept Plan identified two Joint Use Sites in the central portion of the community. The smaller and southerly of the two sites has been declared surplus through a redesignation application involving the C.F.C.N. lands. In evaluating school requirements, this site was eliminated by both School Boards and the site (5.47 acres) was subsequently approved for multi-family housing at a maximum density of 12 u.p.a. The 1981 Concept Plan was not amended to reflect this change.

Both the Calgary Public and the Separate School Boards have assessed their future requirements for facilities in both Patterson Heights and Coach Hill. The Calgary Board of Education has identified a requirement for a 4.5 acres to accommodate a building site for a public junior high school on the northern joint use site (12 acres) in Patterson Heights. A public elementary school is planned for the westerly joint use site in Coach Hill to serve both communities. The Board has no immediate plans to develop either of these sites. A public elementary school is to be built in 1991 in Strathcona Park to serve some of the needs of the Strathcona area. The Separate School Board has no requirement for a site in Patterson Heights or Coach Hill and has indicated that a nine acre site in Strathcona Park will be sufficient to serve the Strathcona area north of 17 Avenue.

SITE (MAP 4)	BY-LAW NUMBER	DESCRIPTION	MAXIMUM DENSITY ALLOWED
1	920	Single Family Dwellings	6 u.p.a.
2	920	Multi-Family Dwellings	16 u.p.a.
3	80Z80	Multi-Family Dwellings (RM-4)	31 u.p.a.
4	12Z82	Low Density Multi-Dwellings	50 units 30 apartments - west half 20 townhouses - east half
5	75Z82	Low Density Dwellings (R-2A)	44 units
6	172Z82	High Density Multi-Dwellings (RM-6)	240 units: 188 apartments, 52 townhouses and a grocery store
7	10Z83	Low Density Multi-Dwellings (RM-1)	47 units
8	68Z84	Medium Density Multi-Dwellings (RM-4)	15 u.p.a.
9	72Z86	Medium Density Multi-Dwellings (RM-4)	20 u.p.a.
10	72Z86	Radio and Television Broadcasting Facility	—
11	72Z86	Medium Density Multi-Dwellings (RM-4)	12 u.p.a.
12	71Z87	Single Detached Dwellings (R-1)	—
13	105Z88	Low Density Multi-Dwellings (RM-1)	75 units, 11 u.p.a.
14	73Z90	Local Commercial plus one licensed lounge with a restaurant	—
15	109Z90	Slope Adaptive Multi-Family Dwellings (RM-4)	18 u.p.a.
16	109Z90	Slope Adaptive Multi-Family Dwellings (RM-4)	35 u.p.a.
17	109Z90	Slope Adaptive Multi-Family Dwellings (RM-1)	10 u.p.a
18	5Z91	Slope Adaptive Multi-Family Dwellings (RM-4)	60 u.p.a.



PATTERSON HEIGHTS

MAP No. 4

TITLE EXISTING DIRECT CONTROL SITES

DATE August 1991

0 152 304 m
0 500' 1000'

THE CITY OF CALGARY

1.5 HOUSING MIX

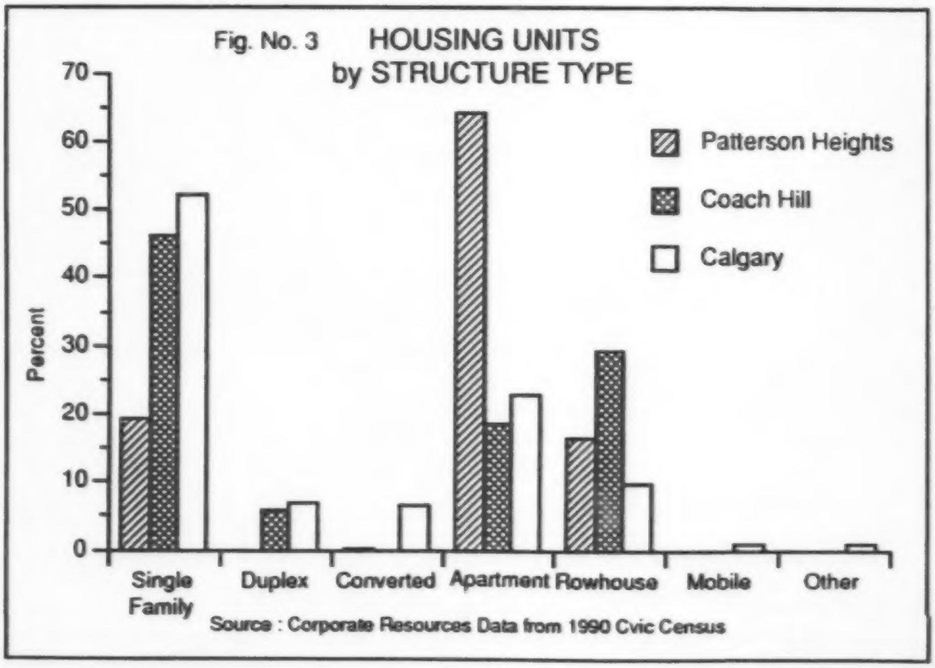
Multi-family residential dwelling units including duplex, converted, row housing, and apartment units, currently constitute approximately 81 percent of the existing housing stock in Patterson Heights. Single detached housing units constitute the remaining 19 percent. In contrast, the housing mix for the City of Calgary is 48 percent multi-family and 52 percent single family and in the adjacent community of Coach Hill the mix is 54 percent multi-family and 46 percent single family development (see Table 1 and Figure 3).

TABLE 1
HOUSING MIX - SELECTED COMPARISONS

1990 CIVIC CENSUS[1]

COMMUNITY	SINGLE FAMILY %	MULTI-FAMILY (INCLUDES DUP., CONV., ROW, APT., MOB., AND OTHER)%
Patterson Heights	19.2	80.8
Coach Hill	46.4	53.6
Patterson Heights and Coach Hill	36.0	64.0
City of Calgary	52.1	47.9

[1] Percentages represent housing mix for 1990 only. These numbers will change as community builds out.

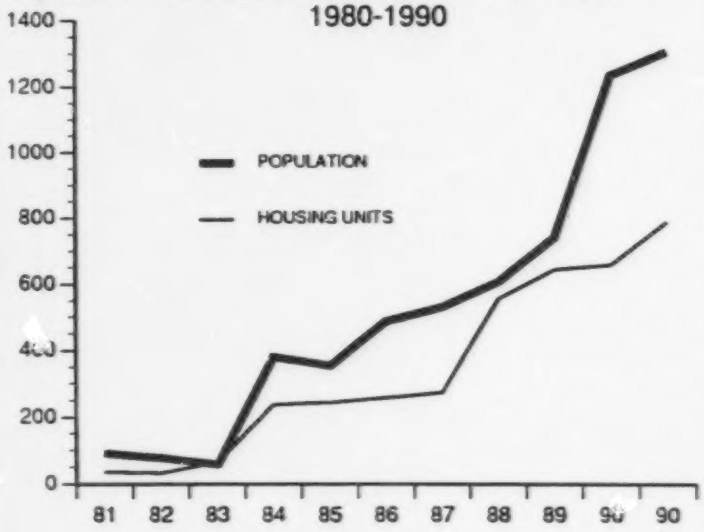


1.6 DEMOGRAPHIC CHARACTERISTICS

1.6.1 Population and Occupancy Rates

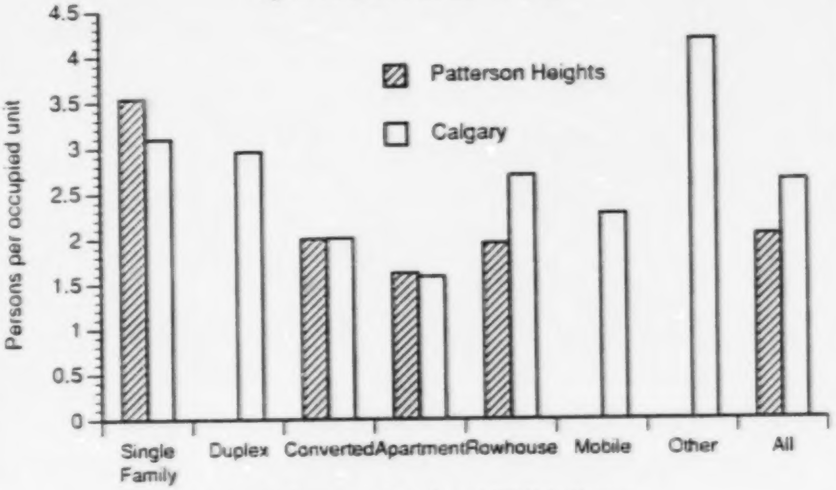
The population of Patterson Heights has gradually increased from 91 persons in 1980 to 1,305 persons in 1990 (Figure 4). Figure 5 which compares occupancy rates by structure type, indicates that Patterson Heights has a higher occupancy rate for single family dwellings and a marginally higher rate for apartments than the City average, while the occupancy rate for townhouse units is lower than the City average. This is consistent with the role of suburban communities in providing primarily family-oriented accommodation. In addition, the average occupancy rate for Patterson Heights has decreased from 3.14 in 1980 to 2.04 in 1990 (see Figure 6). This reflects the increase of multi-family dwellings and their corresponding lower occupancy rates as well as a general trend towards smaller families.

Fig. No. 4 HOUSING UNITS & POPULATION
1980-1990



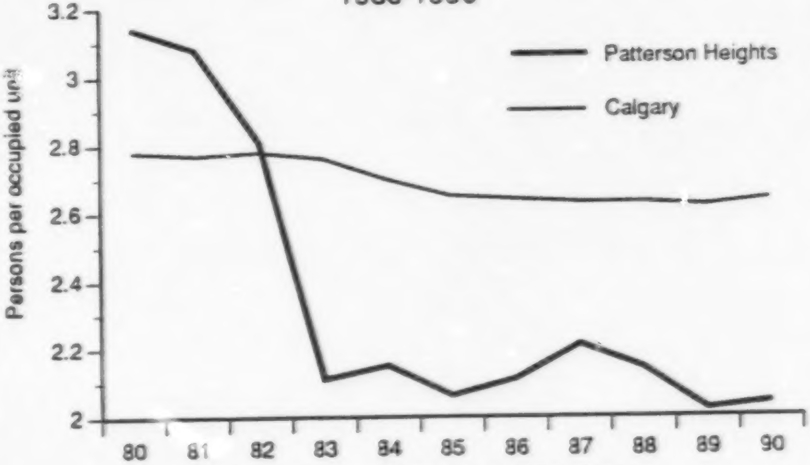
Source: Corporate Resources Data from 1989/1990 Civic Census

Fig. No. 5 OCCUPANCY RATES by STRUCTURE TYPE



Source : Corporate Resources Data from 1990 Cvic Census

Fig. No. 6 OCCUPANCY RATES 1980-1990

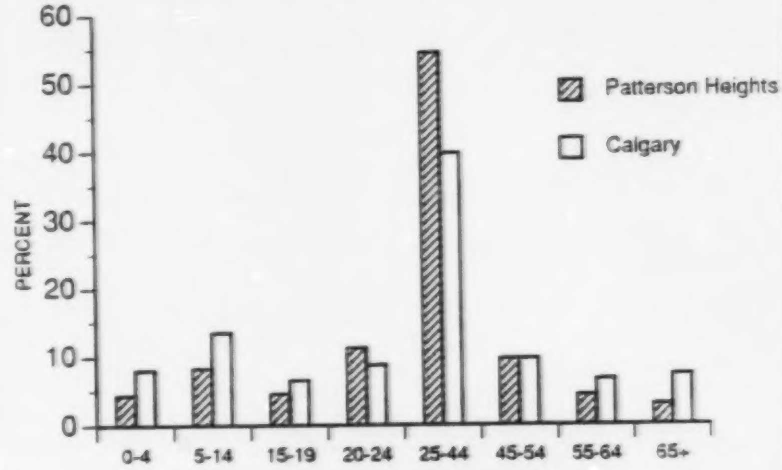


Source : Corporate Resources Data from 1990 Cvic Census

1.6.2 Age Structure

In 1989, Patterson Heights had a high proportion (55 percent) of residents in the 25 to 44 age group compared with 40 percent for the overall city average (Figure 7). It is also noted that, compared with the city average, Patterson Heights has a smaller proportion of people in age categories under 19 years and over 55 years, which is typical of developing neighbourhoods.

Fig. No. 7 AGE GROUPS

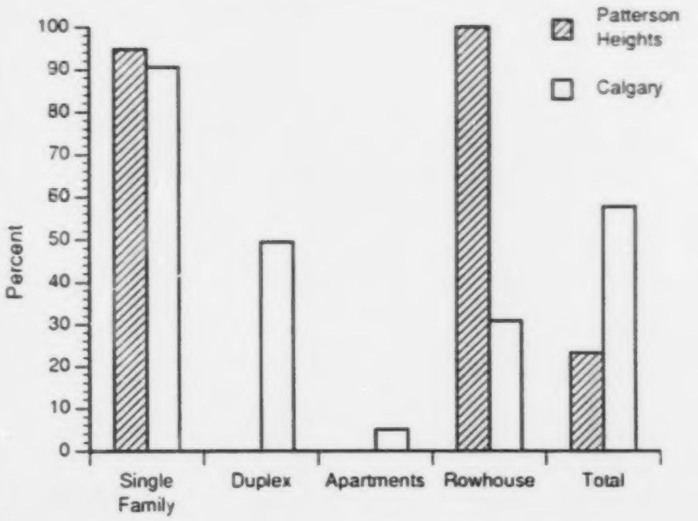


Source : Corporate Resources Data from 1990 Cvic Census

1.6.3 Home Ownership Pattern

The 1990 civic census data indicates that 23.2 percent of occupied dwellings in the community were owner occupied, compared with 57.7 percent for the city (Figure 8). The low percent of ownership can be explained by the fact that none of the apartment units within the community were owner occupied. However, the percentage ownership for single detached and row housing units is greater than the city average.

Fig. No. 8 HOME OWNERSHIP



Source: Corporate Resources Data from 1990 Civic Census

2.0 POLICY CONTEXT AND HISTORY: CALGARY PLANNING COMMISSION AND COUNCIL POLICIES AFFECTING PATTERSON HEIGHTS

Patterson Heights has had a long and complex planning history. Among the most critical issues have been the problems created by fragmented ownership (former country residential acreages), the question of the developability of the wooded north-facing slope, the appropriate density of residential developments throughout the area, the location and acquisition of reserve lands, the topography, and the length of time over which the area has developed.

The Strathcona area, including the northern portion known as Patterson Heights was annexed to the City in 1956 as part of a comprehensive annexation. However, because municipal servicing was not available, planning for the development of this area was not initiated until the early 1970's.

In response to initiatives from developers owning land in Strathcona, the Planning Department began work on a Policy Report for the area in mid 1973, and, shortly thereafter, began work concurrently on a Design Brief. This planning activity sparked considerable concern by residents of existing communities to the east of Sarcee Trail, who were represented generally by the West Bow Trail Coordinating Council. Their concerns focused mainly on two issues: the traffic implications for their communities of developing Strathcona, and their desire to preserve the north slope and escarpment in its natural state.

Because of the high degree of public interest in the planning and development of Strathcona, it was not until February 1976 that City Council held public hearings on the Policy Report and Design Brief in conjunction with the Southwest Roads Study. On 1976, February 16 Council approved a policy which would see that part of Strathcona lying north of the existing Richmond Road alignment developed for residential purposes to a maximum of 50,000 persons at 22 persons per acre, and the area south of the existing Richmond Road alignment left under policy review for a potential employment centre.

On 1976 February 17 Council approved the Strathcona Design Brief (Map 5) subject to a number of motions it had adopted, of which the following pertain to Patterson Heights:

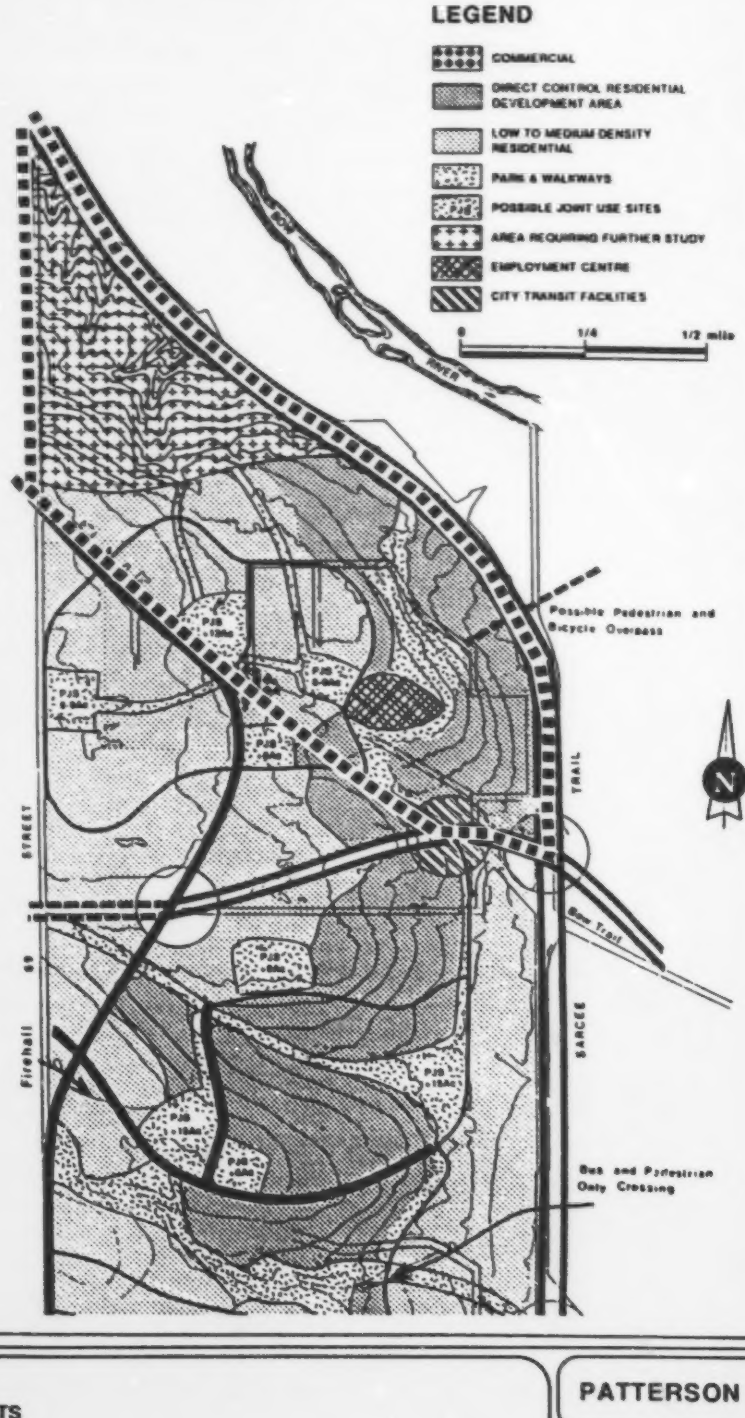
(a) That all study areas within the Design Brief be returned to Council within 6 months, either with usage guidelines or with progress reports toward this end. (Note: The northern portion of Patterson Heights, owned at the time by Abacus Cities, was identified in the Design Brief as an area requiring further study.)

(b) That the feasibility of preserving the Strathcona North Slope in its natural state be considered in the study of areas under policy review.

(c) That the Administration be directed to find an alternate location for the north joint-use site in Strathcona which will not involve the destruction of existing residences and small holdings.

By this time, the landowners in Patterson Heights, numbering approximately 40 in all, had formed the North Strathcona Landowners' Association and had hired consultants to prepare on their behalf a Concept Plan. Their initial draft, supported by an overwhelming majority of the owners, was submitted to the Planning Department for review and comment in May 1976. The plan was circulated to other Civic Departments and a number of major concerns were identified, particularly by the Engineering and Parks & Recreation Departments. As a result, the Landowners' Association subsequently retained specialist consultants to undertake geotechnical, engineering and environmental studies to provide evidence in support of their concept plan.

RECOMMENDED LAND USE PLAN (CELL "A") FROM STRATHCONA DESIGN BRIEF, AS APPROVED BY CITY COUNCIL ON 1976 FEBRUARY 17


LEGEND
COMMERCIAL
DIRECT CONTROL RESIDENTIAL DEVELOPMENT AREA
LOW TO MEDIUM DENSITY RESIDENTIAL
PARK & WALKWAYS
POSSIBLE JOINT USE SITES
AREA REQUIRING FURTHER STUDY
EMPLOYMENT CENTRE
CITY TRANSIT FACILITIES
0
1/4
1/2 mile
BOW
RIVER
Possible Pedestrian and Bicycle Overpass
TRAIL
SARCEE
N
Bow Trail
Firehall
69
STREET
PJS
Bus and Pedestrian Only Crossing

LEGEND

■■■■■ PATTERSON HEIGHTS PLAN AREA BOUNDARY

PATTERSON HEIGHTS

MAP No. 5

TITLE STRATHCONA DESIGN BRIEF, APPROVED Feb. 1976

DATE August 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

On 1977 July 27, the Calgary Planning Commission (C.P.C.) approved the proposed Concept Plan for Cell "A" (Map 6), Strathcona Design Brief subject to a number of conditions:

"(a) *exclusion of the special study area (i.e. the north slope lands);*

(b) *determination of those lands which are undevelopable, requiring dedication pursuant to the conditions of the Planning Act which shall take place at the outline plan stage or land use reclassification stage;*

(c) *community reserve to the extent of 10% of the gross area plus the undevelopable land shall be transferred to the City at no cost; and*

(d) *successful resolution of the method of acquiring the 10% reserve dedication."*

Concurrently, C.P.C.:

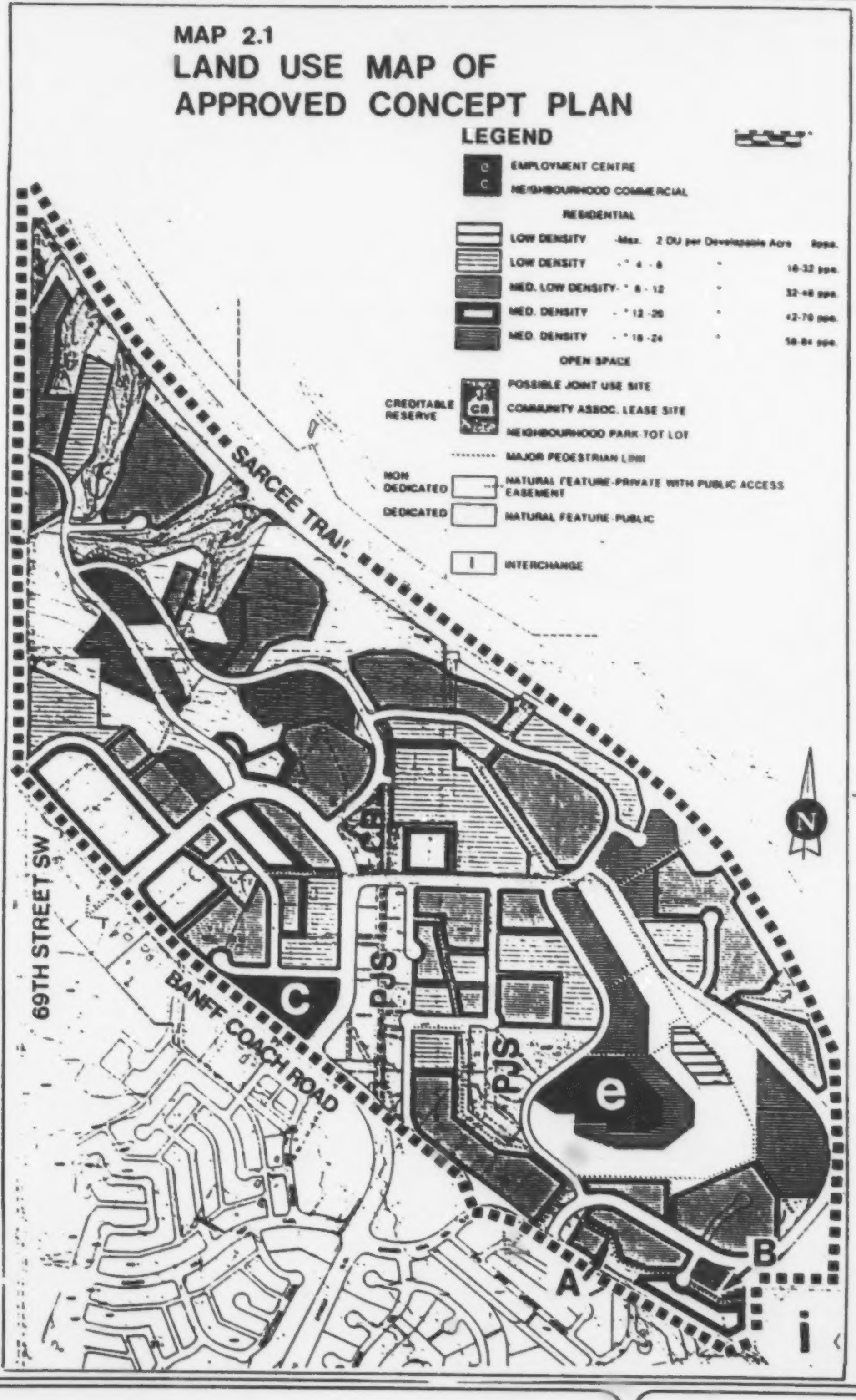
"(a) *agreed that the proposed concept plan be implemented by a series of replotting schemes, normal subdivision applications or a combination of the two in accordance with the Planning Recommendations;*

(b) *advised the consultant for the landowners that a replotting scheme, the boundaries for which will be provided by the Planning Department, should be initiated in order that the 12 acre central joint use site may be acquired in accordance with the Planning Recommendations; and*

(c) *recommended that the landowners coordinate their efforts in production of outline plans based on logical implementation units to minimize the number of separate submissions in accordance with the Planning Recommendation."*

Notwithstanding C.P.C.'s approval of the Concept Plan, the resolution of outstanding issues continued to present obstacles to the development of Patterson Heights. Generally, attempts by the Administration to achieve a replot were unsuccessful due to the difficulties inherent in gaining consensus among a large number of landowners. The Planning Act, as amended in 1977, further complicated the replot issue by increasing the "consent" requirements from 60 to 90%.

MAP 2.1
LAND USE MAP OF APPROVED CONCEPT PLAN


LEGEND
e EMPLOYMENT CENTRE
c NEIGHBOURHOOD COMMERCIAL
RESIDENTIAL
LOW DENSITY -Max. 2 DU per Developable Acre 8ppa.
LOW DENSITY -" 4 - 8 " 16-32 ppa.
MED. LOW DENSITY -" 8 - 12 " 32-48 ppa.
MED. DENSITY -" 12 -20 " 42-70 ppa.
MED. DENSITY -" 16 -24 " 58-84 ppa.
OPEN SPACE
CREDITABLE RESERVE
J POSSIBLE JOINT USE SITE
CR COMMUNITY ASSOC. LEASE SITE
NEIGHBOURHOOD PARK-TOT LOT
MAJOR PEDESTRIAN LINK
NON DEDICATED NATURAL FEATURE-PRIVATE WITH PUBLIC ACCESS EASEMENT
DEDICATED NATURAL FEATURE-PUBLIC
I INTERCHANGE
SARCEE TRAIL
69TH STREET SW
BANFF COACH ROAD
PJS
PJS
PJS
C
e
A
B
i
N

LEGEND

■■■■■ PATTERSON HEIGHTS PLAN AREA BOUNDARY

PATTERSON HEIGHTS

MAP No.
6

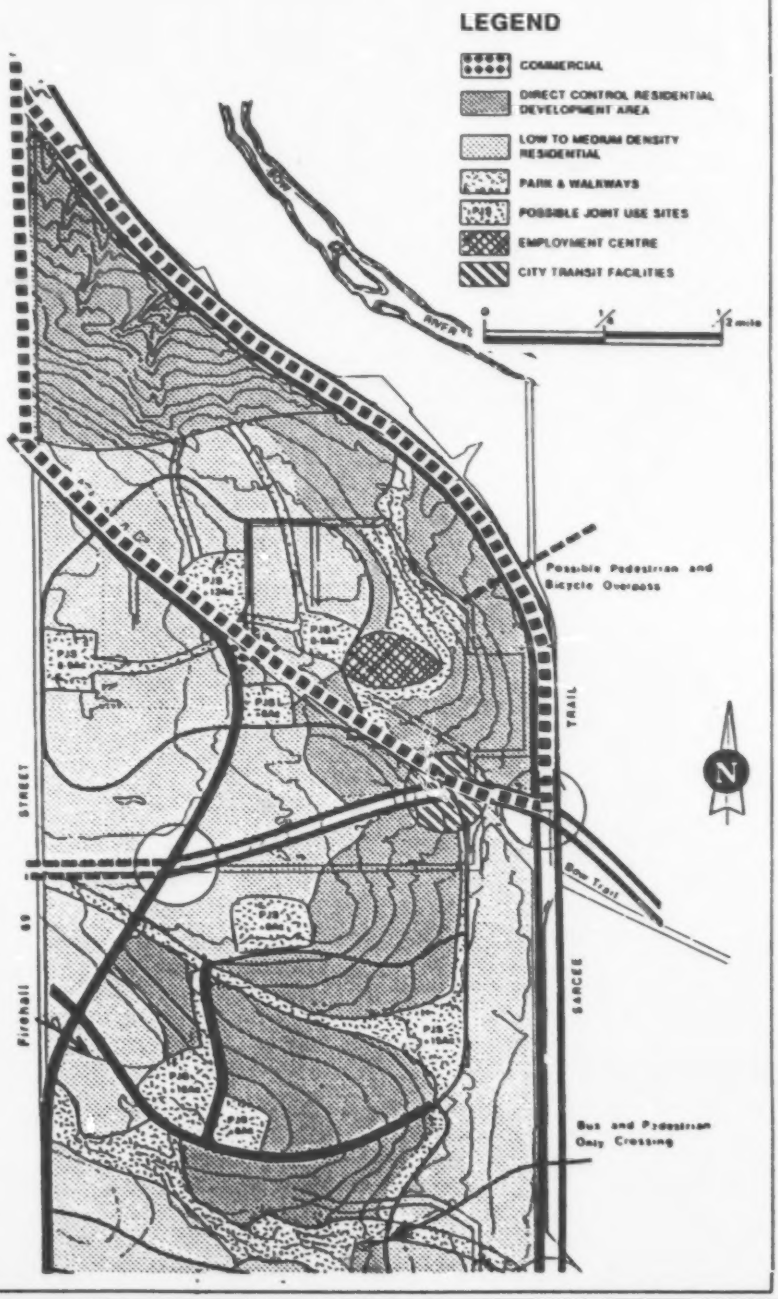
TITLE
CELL "A"
CONCEPT PLAN 1977

DATE
August 1991

THE CITY OF CALGARY

Late in 1977, an Inter-departmental Study Team advised Council that it was not feasible to preserve the Strathcona north slope in its natural state as a long term use, and that there was an opportunity to develop an environmentally sensitive residential community on the site. On this basis, Council approved an amendment to the Strathcona Design Brief on 1978 January 17, (Map 7) such that the area requiring further study in Cell "A" was amended to "direct control residential development area".

RECOMMENDED LAND USE PLAN (CELL "A") FROM STRATHCONA DESIGN BRIEF, AS AMENDED BY CITY COUNCIL ON 1978 JANUARY 12


LEGEND
COMMERCIAL
DIRECT CONTROL RESIDENTIAL DEVELOPMENT AREA
LOW TO MEDIUM DENSITY RESIDENTIAL
PARK & WALKWAYS
POSSIBLE JOINT USE SITES
EMPLOYMENT CENTRE
CITY TRANSIT FACILITIES
0
1/4
1/2 mile
BOW
RIVER
Possible Pedestrian and Bicycle Overpass
PJS
N
TRAIL
SARCEE
STREET
69
Firehall
Bow Trail
Bus and Pedestrian Only Crossing

LEGEND

■■■■■ PATTERSON HEIGHTS PLAN AREA BOUNDARY

PATTERSON HEIGHTS

MAP No. 7

TITLE STRATHCONA DESIGN BRIEF, AMENDED Jan. 1978

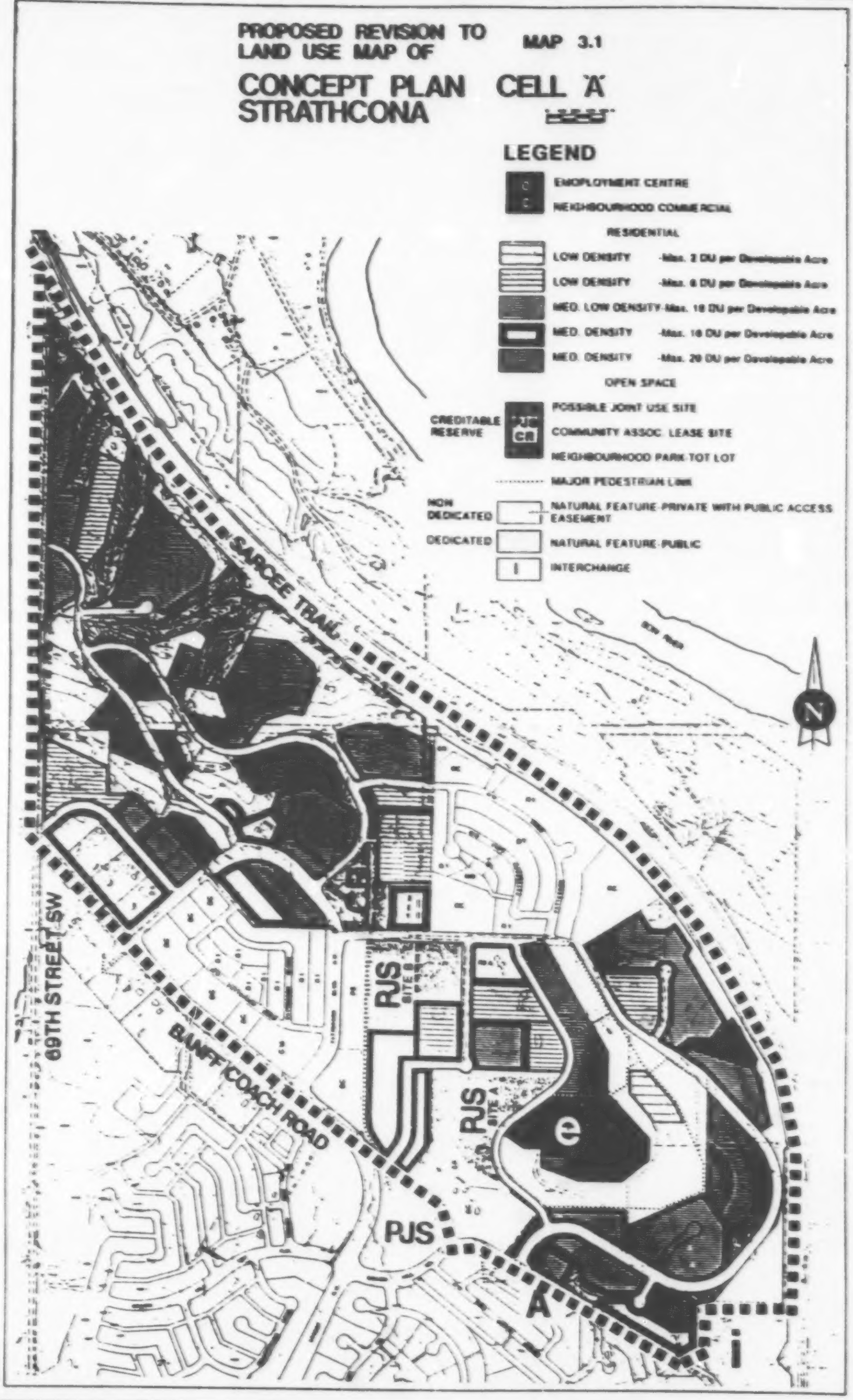
DATE August 1991

THE CITY OF CALGARY

At its meeting of 1980 July 21, City Council passed a motion requesting that C.P.C. complete a brief review of the Cell "A" Concept Plan "with a view to clarifying those technical issues which are outdated".

This review was undertaken by the Planning Department in conjunction with other Civic Departments and a report entitled "Review of the Strathcona Cell "A" Concept Plan" was completed in March 1981. On 1981 April 01, the C.P.C. approved the recommendations contained in Section 5 of the report. In effect, this approval established a revised land use plan for Cell "A" (Map 8), a policy on residential densities, guidelines for lands to be dedicated to the City as environmental reserve, a mechanism for acquiring joint use sites and provision for density transfers.

Since that time there have been no further policy amendments by either C.P.C. or City Council relative to the Cell "A" Concept Plan.


PROPOSED REVISION TO
LAND USE MAP OF
MAP 3.1
CONCEPT PLAN CELL 'A'
STRATHCONA
LEGEND
EMPLOYMENT CENTRE
NEIGHBOURHOOD COMMERCIAL
RESIDENTIAL
LOW DENSITY -Max. 2 DU per Developable Acre
LOW DENSITY -Max. 6 DU per Developable Acre
MED. LOW DENSITY -Max. 10 DU per Developable Acre
MED. DENSITY -Max. 16 DU per Developable Acre
MED. DENSITY -Max. 20 DU per Developable Acre
OPEN SPACE
CREDITABLE RESERVE
PJS
CR
POSSIBLE JOINT USE SITE
COMMUNITY ASSOC. LEASE SITE
NEIGHBOURHOOD PARK TOT LOT
MAJOR PEDESTRIAN LINK
NON DEDICATED
NATURAL FEATURE-PRIVATE WITH PUBLIC ACCESS EASEMENT
DEDICATED
NATURAL FEATURE-PUBLIC
I
INTERCHANGE
SARCEE TRAIL
69TH STREET SW
BANFF COACH ROAD
PJS SITE B
PJS SITE A
PJS
e
A
i
N

LEGEND

■■■■■ PATTERSON HEIGHTS PLAN AREA BOUNDARY

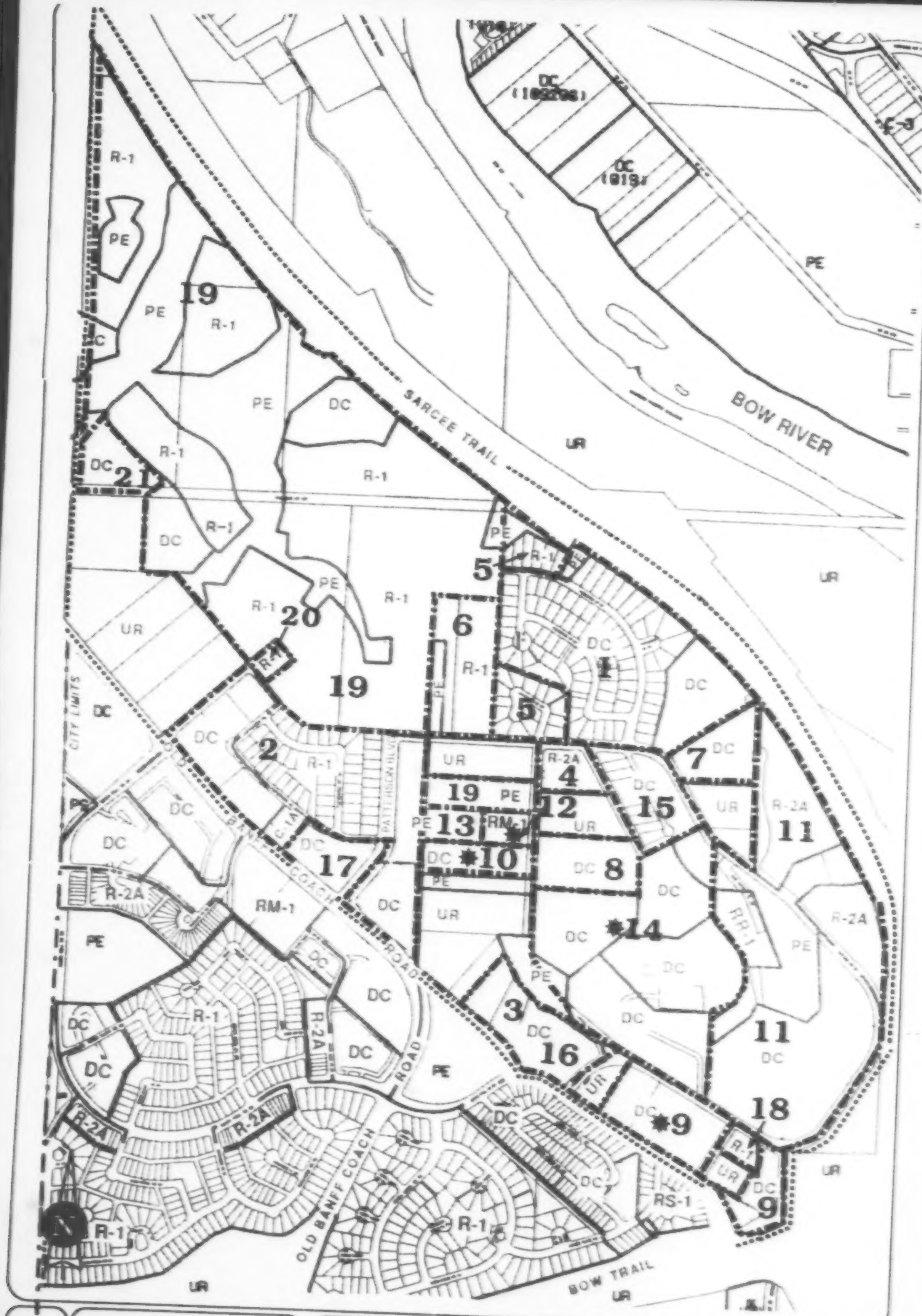
PATTERSON HEIGHTS

MAP N
8

TITLE CELL "A"
CONCEPT PLAN 1981

DATE
August 199

THE CITY OF CALG


SARCEE TRAIL
BOW RIVER
BANFF COACH ROAD
OLD BANFF COACH ROAD
BOW TRAIL
CITY LIMITS
PATTERSON BLVD
DC (189Z86)
DC (919)
C-3
PE
UR
R-1
R-2A
RM-1
RS-1
DC
19
20
21
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
N

MAP No.
9

PATTERSON HEIGHTS

TITLE
APPROVED LAND
USE REDESIGNATIONS

DATE
August 1991

THE CITY OF CALGARY

0 152 304 m
0 500' 1000'

LEGEND

1. By-law #920
2. By-law #80Z80
3. By-law #40Z80
4. By-law #144Z80
5. By-law #76Z81
6. By-law #159Z81
7. By-law #12Z82
8. By-law #75Z82
9. By-law #172Z82
10. By-law #10Z83
11. By-law #68Z84
12. By-law #75Z84
13. By-law #80Z84
14. By-law #72Z86
15. By-law #71Z87
16. By-law #105Z88
17. By-law #73Z90
18. By-law #108Z90
19. By-law #109Z90
20. By-law #4Z91
21. By-law #5Z91

Bylaws Boundaries

Note: A portion of Site 1 and 3 were subject to subsequent redesignations (5 and 1 6)

✸ Identifies sites where density approved is in excess of 1981 cell "A" Concept Plan density

2.1 APPROVED LAND USE REDESIGNATIONS

To date (August 1991), there have been a total of twenty-one land use redesignations approved by City Council within Patterson Heights (Map 9), of which two were for sites which had previously been redesignated. These approvals cover approximately 128 hectares (318 acres) of land. The first two applications were approved by Council in 1979 and 1980 prior to C.P.C. approval of the recommendations contained in the Review of the Strathcona Cell "A" Concept Plan on 1981, April 01. The remainder of the redesignations were approved subsequent to that date.

Four of the applications approved, to date, have residential densities in excess of the 1981 Concept Plan guidelines endorsed by C.P.C. One of the applications (the C.F.C.N. lands) included an area identified as a joint use site. The Calgary Board of Education, in evaluating school requirements for Patterson Heights, eliminated the site and requested a payment in lieu of reserve from C.F.C.N. to offset the cost of a school site acquisition to the north and the west of the former site. The site (5.47 ac.±) was subsequently approved as a multi-family site with a maximum density of 12 units per acre.

The processing of land use redesignations in Patterson Heights has been complicated by three factors: the fragmented ownership pattern, the topography, and the length of time over which the area has developed. This has meant that the normal negotiation process involving trade-offs with one landowner has not been practical. The topography of the area has historically encouraged multi-family development and has led to a more fragmented land use pattern than normally occurs in newly developing areas. The amount of multi-family development in relation to single family development has caused concern amongst existing residents with respect to providing a balanced residential community.

3.0 ISSUES AND CONCERNS

The issues and concerns detailed in the Plan and other sections of the Supporting Information were derived from the public participation process conducted in conjunction with the preparation of this Plan. The information was gathered through open houses, meetings, questionnaires, and discussions with the Community Association, the Community Planning Advisory Committee (C.P.A.C.), the Ward Alderman, and property owners.

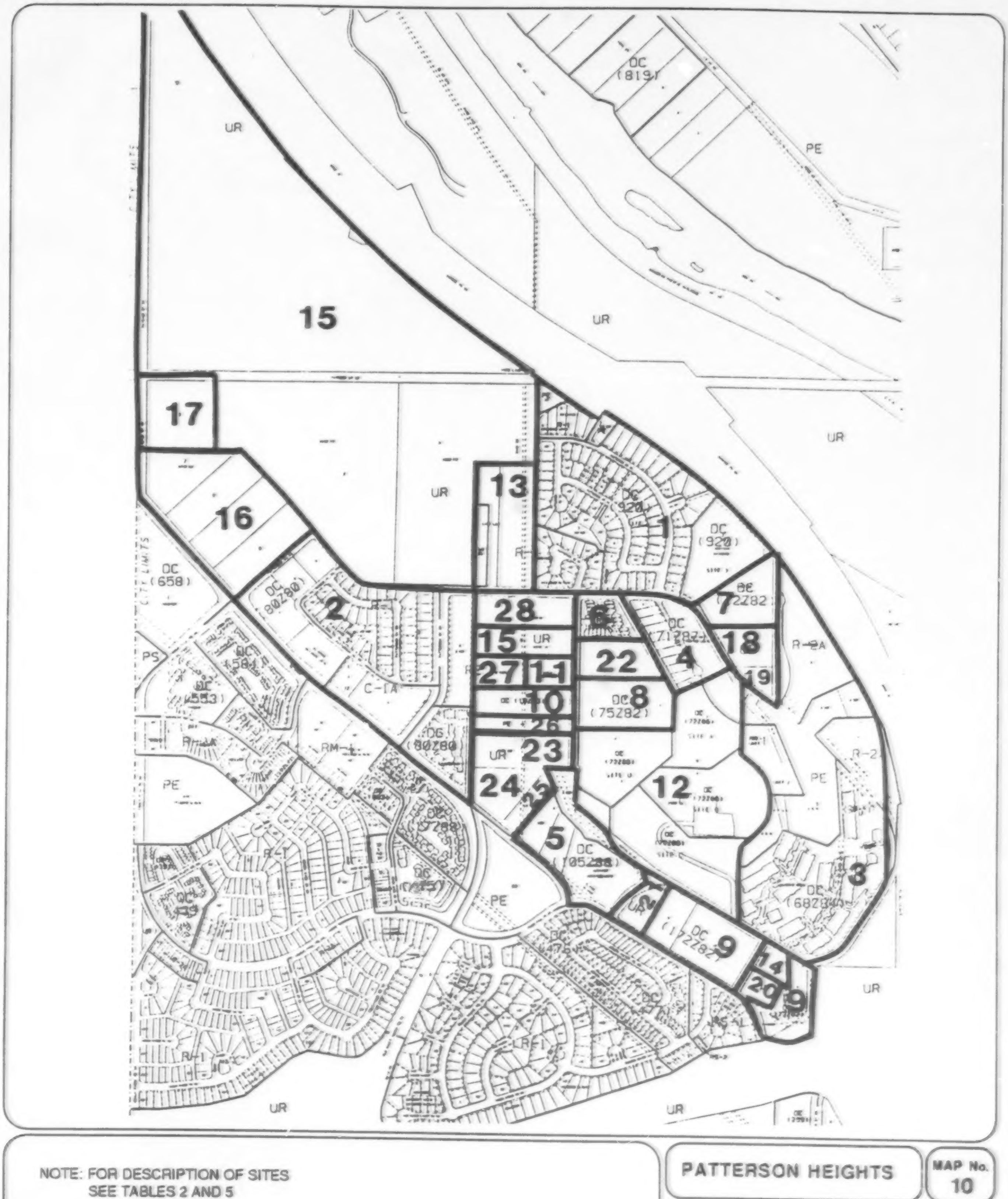
3.1 RESIDENTIAL ISSUES

3.1.1 Policy Context: Strathcona Design Brief Population and Density

The Strathcona Design Brief anticipated that when the entire Strathcona area was completely developed, a maximum population of 50,000 people at an average overall density of 22 persons per acre (p.p.a.) would occur. A combination of single family housing and low to medium density multiple family accommodation was to predominate in the Strathcona Design Brief area, with multi-family housing units providing a significant portion of the housing stock.

The intent of the Cell "A" Concept Plan was to have Patterson Heights develop to a design population of 9,174 persons, which is equivalent to an average overall density of 22 p.p.a. Patterson Heights was planned as an essentially multi-family community, consistent with the direction set in the Strathcona Design Brief.

The "standard" of 22 p.p.a. is generally considered to be out of date and has not been achieved in other cells within Strathcona or within other suburban communities. In fact, it is now estimated that the maximum population for Strathcona will be approximately 32,000 people, a reduction of approximately 18,000 from the Design Brief target. The average suburban density is in the order of 5-7 units per acre (units per acre now being the preferred measure of density rather than persons per acre).


DC (819)
PE
UR
15
UR
UR
17
16
13
UR
DC (920)
1
DC (920)
CITY LIMITS
DC (658)
DC (80Z80)
2
28
15
UR
27
11
10
26
23
24
25
5
6
DC (71Z82)
4
7
DC (72Z82)
18
19
R-2A
22
DC (75Z82)
8
12
PS
DC (553)
C-1A
RM-1
DC (80Z80)
PE
R-1
DC (105Z88)
PE
3
DC (68Z84)
R-2
PE
9
DC (72Z82)
14
20
9
DC (476)
LR-1
R-1
UR
UR
UR

NOTE: FOR DESCRIPTION OF SITES
SEE TABLES 2 AND 5

PATTERSON HEIGHTS

MAP No.
10

TITLE
SITE IDENTIFICATION

DATE
August 1991

0 122 244m
0 400' 800'

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

3.1.2 Residential Density: Patterson Heights

In view of the land use redesignation approvals which exceed the 1981 Cell "A" Concept Plan densities and the continuing concern of area residents regarding the amount of multi-family development proposed for Patterson Heights, both the current and projected housing mix and density figures for Patterson Heights were reviewed. Table 2 contains the projected figures for the ultimate development of Patterson Heights, based on a combination of existing development, approved development permits, the maximum number of units permitted under approved land use designations, and the maximum number of units proposed under the revised Plan for the balance of the vacant undeveloped lands within Patterson Heights.

The City's General Municipal Plan policies (H.19, H.20, and H.30) are concerned with both affordability and having a mix of housing types in all areas of the City. As with density, there is a considerable difference between communities in terms of the housing mix actually achieved even when built under the same policy plan (i.e. Strathcona Design Brief). Patterson Heights represents a community with one of the greatest imbalances in the amount of single family and multi-family development. As noted in Section 1.5, Civic Census data for 1990 shows a housing mix for Patterson Heights of approximately 19% single family and 81% multi-family development. In contrast, the census data indicates a housing mix consisting of 52% single family and 48% multi-family development for the City of Calgary as a whole. There has been strong concern expressed by residents over the current predominance of multi-family units and the need for a more balanced housing mix.

One argument behind requiring a mix of housing types in the suburbs is the need to accommodate lifestyle choices within a community. People have different housing needs as they go through life and these lifecycle choices should be accommodated through a choice of housing types. Encouraging long term residency in a community is generally considered desirable and healthy; it brings stability, fosters community spirit and ensures public facilities are fully utilized. If the housing market does not provide a variety of housing types, people will not find the accommodation they want in or near their community.

TABLE 2
PATTERSON HEIGHTS PROJECTED UNITS/POPULATION (BY AVERAGE AND STRUCTURE TYPE)

SITE (MAP 10)	DEVELOPABLE AREA (ACRES)	LAND USE DENSITY		PROPOSED DENSITY[1]	
		1981 CONCEPT PLAN MAXIMUMS	APPROVED	DENSITY	UNIT BREAKDOWN (SF - SINGLE FAMILY; TWH - TOWNHOUSE, INCLUDING SEMI-DETACHED AND TRIPLEX; APT - APARTMENT)
1.	33.51	4 u.p.a. 16 u.p.a.	R-1 (101 SF lots) DC (920) 16 u.p.a.(46 semi's)	Same, 4 u.p.a. ** 8 u.p.a.	101 SF 46 SEMI
2.	34.20	4 u.p.a. 31 u.p.a. C-1A	R-1 (52 lots) DC (80Z80) 31 u.p.a. (271 multi family) C-1A, DC (73Z90)	Same, 4 u.p.a. ** 29 u.p.a. Same	52 SF 32 TWH 230 APT
3.	35.89	15 u.p.a 10 u.p.a 2 u.p.a.	DC (68Z84) 15 u.p.a. R-2A, RR-1 3 SF 380 multi (111 TWH, 266 APT)	16 u.p.a. ** Same, 10 u.p.a. Same, 2 u.p.a.	3 SF 111 TWH 266 APT
4.	5.02	20 u.p.a. 50 units (On half of site)	DC (71Z87) 4 u.p.a. (20 SF)	Same, 4 u.p.a. **	20 SF
5.	6.90	18 u.p.a. 124 Units	DC (105Z88) 11 u.p.a. 75 units	11 u.p.a.	74 TWH
6.	2.04	12 u.p.a.	R-2A, 12 u.p.a. (20 TWH)	10 u.p.a. **	20 TWH
7.	3.97	10-20 u.p.a. 52 units	DC (12Z82) 13 u.p.a. 50 units (20 TWH, 30 APT)	10 u.p.a.	38 TWH
8.	5.00	6-10 u.p.a. 44 units	DC (75Z82) 9 u.p.a. 44 units (TWH)	6 u.p.a. (DC)	30 SEMI
9.	6.11 2.19	10-16 u.p.a. 16-20 u.p.a. 103 units	DC (172Z82) 39 u.p.a. (52 TWH, 188 APT) DC (172Z82) Open Space	12-16 u.p.a. (DC)*** Open Space	90 SEMI/TWH
10.	3.11	6-16 u.p.a. 34 units	DC (10Z83) 15 u.p.a. 47 units (TWH)	8 u.p.a. (DC)***	25 SEMI
11.	1.44	6 u.p.a. 9 units	RM-1, 18 u.p.a. 26 units (TWH)	8 u.p.a. (DC)***	11 SEMI

TABLE 2 Cont'd ...

SITE (MAP 10)	DEVELOPABLE AREA (ACRES)	LAND USE DENSITY		PROPOSED DENSITY[1]	
		1981 CONCEPT PLAN MAXIMUMS	APPROVED	DENSITY	UNIT BREAKDOWN (SF - SINGLE FAMILY; TWH - TOWNHOUSE, INCLUDING SEMI-DETACHED AND TRIPLEX; APT - APARTMENT)
12.	26.07	12-20 u.p.a. 229 units	DC (72Z86) Site A, 20 u.p.a. Site C, 20 u.p.a. Site D, 12 u.p.a. 334 units (TWH)	Site A, 12 u.p.a.*** Same, Site C, 20 u.p.a. Same, Site D, 12 u.p.a.	29 SF 270 TWH
13.	7.89	6-16 u.p.a. 73 units	R-1 (30 SF)	R-1, 6 u.p.a.	30 SF
14.	0.79	20 u.p.a. 15 units	R-1 (3 SF)	6 u.p.a.	3 SF
15.	110.37	6 - 20 u.p.a. 732 units	R-1 (424 SF) DC Site 1 (18 u.p.a) Site 2 (65 u.p.a.) Site 3 (35 u.p.a.) Site 4 (10 u.p.a.) (179 TWH, 278 APT)	6 u.p.a. 18 u.p.a. (DC) 65 u.p.a. (DC) 35 u.p.a. (DC) 10 u.p.a. (DC)	424 SF 179 TWH 278 APT
	3.11		PE	JUS	
16.	15.99	6-16 u.p.a. 200 units	UR (200 TWH)	6 u.p.a. (R-1) 8 u.p.a (DC) 10 u.p.a. (DC)	35 SF 36 SF/SEMI 38 TWH
17.	5.00	6 u.p.a. 30 units	UR (30 TWH)	8 u.p.a. (DC)	40 SF/SEMI
18.	2.13	6 u.p.a. 12 units	UR (12 TWH)	6 u.p.a. (DC)	1 SF (potential heritage site)
19.	0.71	6 u.p.a. 4 units	UR (4 TWH)	6 u.p.a. (DC)	4 SF/SEMI
20.	0.91	16 u.p.a. 14 units	UR (14 TWH)	7 u.p.a. (DC)	7 SF
21.	1.15	Open space	UR	PE	—
22.	3.07	6 u.p.a. 18 units	UR (18 TWH)	6 u.p.a.(DC)	18 SF/SEMI

TABLE 2 Cont'd ...

SITE (MAP 10)	DEVELOPABLE AREA (ACRES)	LAND USE DENSITY		PROPOSED DENSITY[1]	
		1981 CONCEPT PLAN MAXIMUMS	APPROVED	DENSITY	UNIT BREAKDOWN (SF - SINGLE FAMILY; TWH - TOWNHOUSE, INCLUDING SEMI-DETACHED AND TRIPLEX; APT - APARTMENT)
23.	3.94	16 u.p.a. + JUS 21 units	UR (21 TWH)	R-1 (1.15 acres) 6 u.p.a. PE (2.79 acres)	7 SF
24.	2.75	16 u.p.a. 44 units	UR (44 TWH)	DC (PS or PE)	—
25.	1.07	16 u.p.a. 17 units	UR (17 TWH)	PE (Open space)	—
26.	1.38	16 u.p.a. 7 units	PE	PE (Open space)	—
27.	1.68	JUS	PE	PE (Open space)	—
28.	3.11	JUS	UR	PE	
TOTAL	330.5 Acres *	278 SF (9.7%) 2082 TWH (72.7%) 505 APT (17.6%) 2865 TOTAL UNITS[2] (100%) 6.9 u.p.a. (gross density)	634 SF, (21%) 1344 TWH (45%) including 48 SEMI 1,003 APT (34%) 2981 TOTAL UNITS 7.1 u.p.a. (gross density)		761 SF (30.0%) 1013 TWH (40.0%)[3], including 191 SEMI 774 APT (30.0%) 2548 TOTAL UNITS (100%) 6.1 u.p.a. (gross density)

* Developable area including roads is 356.88 acres (the area used to calculate density). Refer to Table 3.

** Reflects built density.

*** Bolding and screen highlight those sites recommended for redesignation.

Total Units = 2,548
Units per Acre = 7.1 u.p.a. (gross density: 6.1 u.p.a.)
Population (by average 2.04) = 14.6 p.p.a.[4]
Population (by structure type) = 16.6 p.p.a.[5]

1. Where the proposed density is different than the existing, the proposed is used for purposes of projecting the total number of potential units and population for Patterson Heights.
2. Total represents current combination of concept plan maximums plus built sites. The Planning & Building Department's 1981 review of the Cell "A" Concept Plan estimated a total of 9174 persons and 3051 units, with gross density of 7.3 u.p.a., based on an acreage analysis of concept plan maximums plus actual approvals. In contrast, this chart shows a gross density of 6.9 u.p.a. The difference can be attributed to calculations done on a site specific basis, rather than on an acreage basis.
3. Total number of townhouse units includes semi-detached.
4. Population (2548 units X 2.04 average occupancy) = 5197 persons.
5. Population 5921 persons (761 single family x 3.54 occupancy rate +
   1013 row x 1.95 occupancy rate +
   774 apartment x 1.62 occupancy rate = 5921 persons)

In calculating the projected housing mix and density for Patterson Heights, two scenarios were evaluated - one based on an average occupancy factor and one based on occupancy by structure types. The resulting analysis shows a mix of roughly 30% single family and 70% multi-family development if the community were to build out in accordance with the existing land use approvals and the Patterson Heights Concept Plan density maximums proposed herein. It should also be noted that of the approximately 1,013 townhouse units projected, some 191 units could be in the form of low density semi-detached development. The associated population target for Patterson Heights would range from 5,197 persons to 5,921 persons depending on the occupancy factors utilized. This translates generally to 6.1 units per gross acre (7.1 units per gross developable acre) or a range of 14.6 to 16.6 persons per acre.

Based on these projections, it is unlikely that Patterson Heights will achieve the design population of 9,174 persons or a density of 22 p.p.a. as envisaged under the 1981 Cell "A" Concept Plan. The maximum projected density of 7.0 units per gross developable acre is at the upper end of the average suburban density range of 5-7 u.p.a. It should be stressed that the projected density has been calculated on the basis that every multi-family parcel will be developed to the maximum number of units recommended under the revised Plan. In the Department's experience, development rarely occurs at the maximum approved for the site and in fact, recent development permit approvals in Patterson Heights have seen density reductions in the order of 12-60% of approved densities.

Table 3 provides an acreage comparison between the original 1977 Concept Plan and the revised Patterson Heights Plan by land use. The revised Plan figures indicate that over 50 percent of the land developed for residential uses will be single family housing in contrast to the approximately 14 percent proposed for low density residential development under the original 1977 Concept Plan.

TABLE 3
PATTERSON HEIGHTS CONCEPT PLAN ACREAGES

PROPOSED CONCEPT PLAN		ORIGINAL CONCEPT PLAN (1977)	
TOTAL	417 Gross Acres	TOTAL	417 Gross Acres
36.83 Ac.	Environmental Reserve (Estimate)	14.0 Ac.	Ravines
6.89 Ac.	Employment Centre	6.1 Ac.	Employment Centre
16.40 Ac.	Interchange	16.4 Ac.	Interchange
60.12 Ac.		37.0 Ac.	
356.88 Ac.	Developable Acres	380.0 Ac.	Developable Acres

LAND USE BREAKDOWN BY ACREAGE

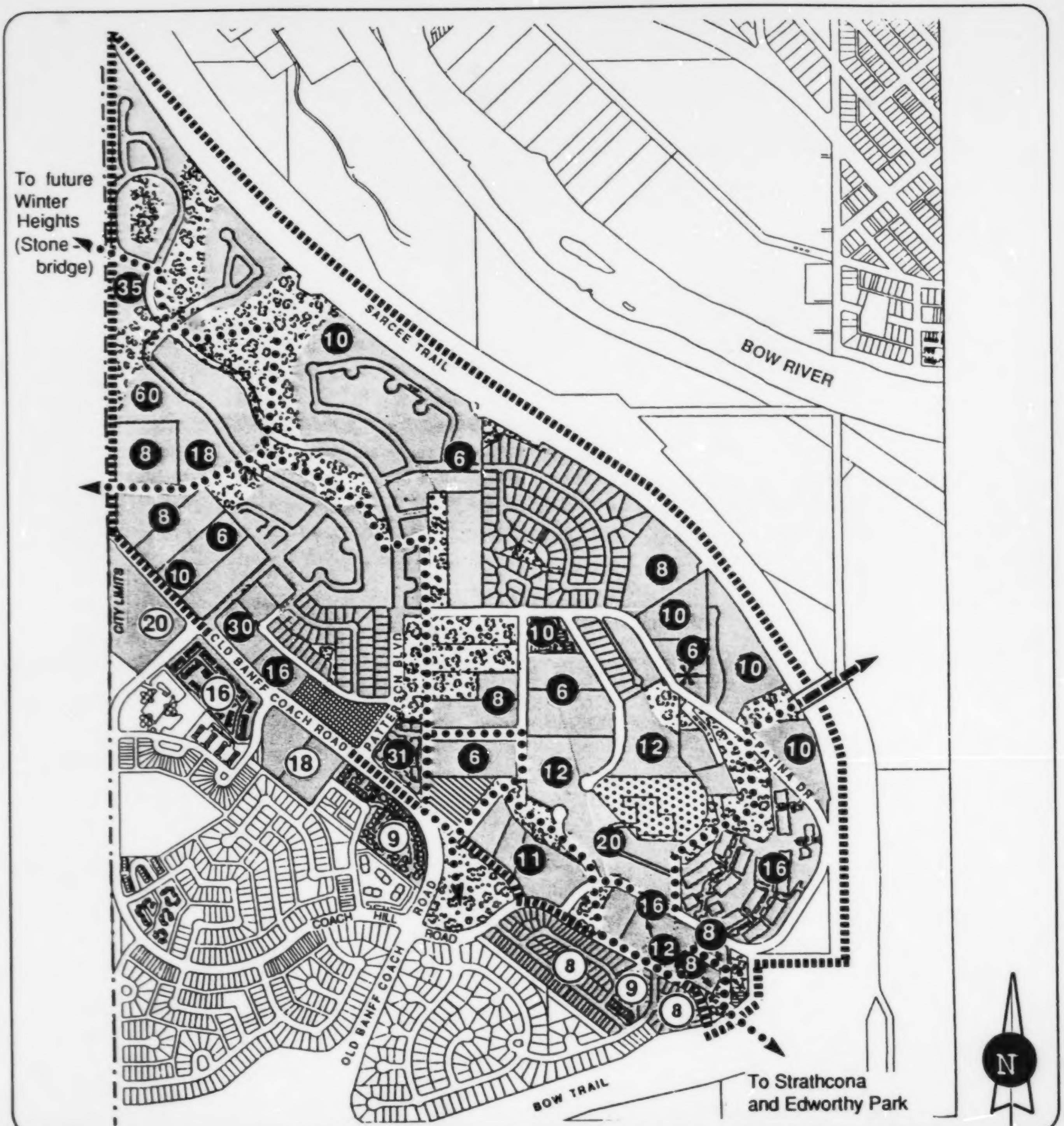
PROPOSED CONCEPT PLAN (estimate)		ORIGINAL CONCEPT PLAN (1977)[1]	
Low Density Single Family	137.77 Ac.	Low Density[2]	52.0 Ac.
Low Density Single Family/Semi Detached	19.25 Ac.	Medium Low Density	118.0 Ac.
Low Density Multi-Family	32.36 Ac.	Medium Density	70.0 Ac.
Low/Medium Density Multi-Family	45.59 Ac.	Neighbourhood Commercial	4.0 Ac.
Medium Density Multi-Family	23.27 Ac.	Schools	20.0 Ac.
Neighbourhood Commercial	5.36 Ac.	Community Lease Site	4.0 Ac.
Municipal Reserve (JUS plus parks)	33.30 Ac.	Parks and Walkway	12.0 Ac.
Church (or Community Association Lease Site)	2.75 Ac.	Collectors	34.5 Ac.
Roads	57.23 Ac.	Private Open Space and Local Residential Streets	65.5 Ac.
	356.88 Ac.		380.0 Ac.

1. Original Cell "A" Concept Plan envisaged an "essentially multi-family community". 1981 Concept Plan acreages not available.

2. Low Density Multi-Family includes development in the form of single-detached, semi-detached, semi-detached and townhouses.

In order to determine appropriate land use policies, including the assignment of density and built form for the remaining undeveloped lands in Patterson Heights, an evaluation of individual sites, particularly their location and relationship to existing and approved development was undertaken. Suitable sites for multi-family development were examined with regard to the principles established in the "Multi-Residential Development Location Guidelines", Table 3.3.3 of the Calgary General Municipal Plan and Section 5.3 "New Residential Development" of the Strathcona Design Brief (office consolidation, May 1985). Consistent with these policies and planning principles, multi-family residential development is generally located adjacent to major and collector roadways, transit routes, commercial nodes and the Joint Use sites as well as on sloped sites in excess of seven percent to minimize the impact of development on these lands. As the original concept plan envisaged a largely multi-family residential community, multi-family residential development in Patterson Heights does not always meet the locational guidelines noted above. Therefore, consideration must be given to surrounding land uses in order to ensure that future development will be compatible in terms of density and design. A set of development guidelines has been prepared for Patterson Heights in order to address the quality, design and integration of future residential development. The development guidelines are intended to focus on issues of importance to the community, which are related to the design and appearance of buildings.

Map 11 shows the proposed land use policy areas and maximum densities in Patterson Heights as well as the existing and approved densities and built form on abutting land in Coach Hill.


To future Winter Heights (Stone bridge)
SARCEE TRAIL
BOW RIVER
CITY LIMITS
OLD BANFF COACH ROAD
PATTERSON BLVD
PATINA DR
COACH HILL ROAD
OLD BANFF COACH ROAD
BOW TRAIL
To Strathcona and Edworthy Park
N
35
10
60
8
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LEGEND

- ▒ Radio/Television Broadcasting Facilities Area
- ▦ Neighbourhood Commercial Area
- ▒ School, Parks/ Open Space Area
- ▨ Community / Services Area
- 1-6 Low Density Single Family Residential Area
- 7-8 Low Density Single Family/ Semi-Detached Area
- 9-10 Low Density Multi Family Residential Area
- 11-18 Low/Medium Density Multi Family Residential Area
- 19-38 Medium Density Multi-Family Residential Area
- 38-60 Medium Density Multi - Family Residential Area
- ● ● ● ● ● Regional Pathway
- # # Maximum Density Built/ Allowed (Units/acre)
- * Potential Heritage Site
- ▬ ▬ ▬ Alternate Pedestrian/ Bicycle Connection
- ▮▮▮▮▮▮▮▮ Plan Area Boundary

PATTERSON HEIGHTS & COACH HILL

MAP No.
11

TITLE
EXISTING AND PROPOSED DENSITIES

DATE
August 1991

0 152 304 m
0 500' 1000'

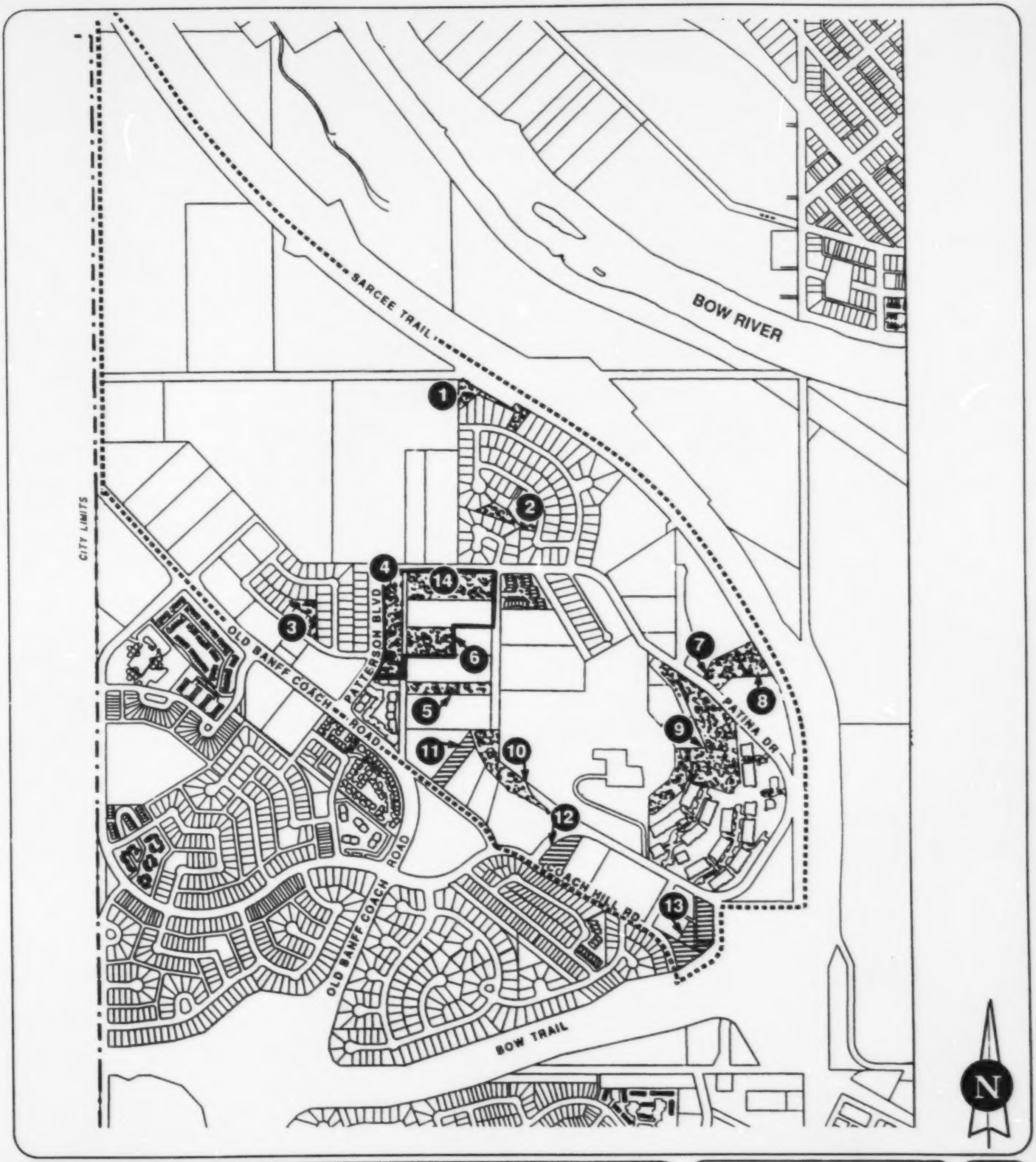
THE CITY OF CALGARY

3.2 OPEN SPACE AND COMMUNITY ISSUES

3.2.1 Parks, Open Space and School Facilities

Open space is an important land use component within a community. It is needed in order to provide recreational, ecological, educational, and aesthetic benefits to residents.

Currently Patterson Heights is served by limited developed local parks or open space facilities. While the land which will ultimately be developed for an open space and a linkage system in Patterson Heights is being assembled, the process has been frustrated by the fragmented ownership, the development of parcels for multi-family housing units, the topography, and the length of time over which the community has been built. Map 12 and Table 4 identify existing open space parcels in Patterson Heights. Table 5 provides an inventory of current and proposed municipal and environmental reserve lands.


CITY LIMITS
SARCEE TRAIL
BOW RIVER
OLD BANFF COACH ROAD
PATTERSON BLVD
PATINA DR
OLD BANFF COACH ROAD
COACH HILL RD
BOW TRAIL
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14
N

LEGEND

▩	RESERVE
▨	OTHER CITY OWNED LAND
☐	PROPOSED JOINT USE SITE
③	SITE NUMBER (SEE TABLE 4)
--------	PLAN AREA BOUNDARY

PATTERSON HEIGHTS

MAP No. 12

TITLE
EXISTING OPEN SPACE

DATE
August 1991

0 152 304 m
0 500' 1000'

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

TABLE 4
EXISTING OPEN SPACE

SITE (Map 12)	LOCATION	OWNERSHIP/RESERVE STATUS	LAND USE DESIGNATION	SITE AREA	
				Non-Functional	Functional
1.	72 Patterson Drive S.W.	City/Environmental Reserve	PE	1.09 Acres (0.441 ha)	
2.	31 Patterson Crescent S.W.	City/Municipal Reserve	DC		0.56 Acres (0.227 ha)
3.	32 Patterson Hill S.W.	City/Municipal Reserve	DC		0.57 Acres (0.231 ha)
4.	60 Patterson Boulevard S.W.	City/Municipal Reserve	PE		2.87 Acres (1.16 ha)
5.	1008 Prominence Hill S.W.	City/Reserve	PE		1.38 Acres (0.558 ha)
6.	1032 Prominence Hill S.W.	City/Municipal School Reserve	PE		1.68 Acres (0.680 Ha)
7.	5804 Patina Drive S.W.	City/Municipal Reserve	PE		1.20 Acres (0.486 ha)
8.	5804 R Patina Drive S.W.	City/Environmental Reserve	PE	1.00 Acres (0.405 ha)	
9.	501 Patina Place S.W. 5777 Patina Drive S.W. 517 R Patina Drive S.W. 5777 R Patina Drive S.W.	City/Environmental Reserve	PE	0.356 Acres (0.144 ha) 5.56 Acres (2.25 ha) 1.33 Acres (0.538 ha) 0.31 Acres (0.125 ha)	
10.	25 Patina Rise S.W.	City/Environmental Reserve	PE	2.16 Acres (0.874 ha)	
11.	404 Prominence Way S.W.	City/Non-Reserve	UR		1.07 Acres (0.433 ha)
12.	5930 Coach Hill Road S.W.	City/Non-Reserve	UR		1.15 Acres (0.465 ha)
13.	5628, 5628 R, & 5704 M Coach Hill Rd. S.W.	City/Non-Reserve	DC		2.19 Acres (0.886 ha)
14.	1220 Prominence Hill S.W.	City Non-Reserve	UR		3.11 Acres (1.259 ha)
	TOTALS			11.8 Acres (4.8 ha)	14.63 Acres (5.92 ha)

TABLE 5
INVENTORY OF POTENTIAL RESERVES

SITE (MAP 10)	PARCEL SIZE	ESTIMATE OF ENVIRONMENTAL RESERVE (ER)	GROSS DEVELOPABLE AREA	ESTIMATE OF MUNICIPAL RESERVE (MR)[1]	RESERVES NOT REQUIRED ON PARCELS LESS THAN 2 AC. OR NOT SUBDIVIDED	MR PROVIDED	ER PROVIDED	RESERVE OWING
1	34.60 Ac.	1.09 Ac.	33.51 Ac.	3.35 Ac.	N/A	0.56 Acres	1.09 Acres	2.79 Acres (Deferred to Site 23)
2	34.20 Ac.	---	34.20 Ac.	3.42 Ac.	N/A	3.44 Acres	---	---
3	44.14 Ac.	8.25 Ac. .3 Ac.[2]	35.89 Ac.	3.59 Ac.	N/A	1.20 Acres +Cash-in-Lieu	8.55	---
4	5.02 Ac.	---	5.02 Ac.	0.50 Ac.	N/A	---	---	0.201 payment (Deferred)
5	10.13 Ac.	2.16 Ac.	7.97 Ac.	0.80 Ac.	N/A	1.07 Acres[3]	2.16 Acres	
6	2.04 Ac.	---	2.04 Ac.	---[4]	N/A	---	---	---
7	3.97 Ac.	---	3.97 Ac.	0.40 Ac.	N/A	---	---	---
8	5.00 Ac.	---	5.00 Ac.	0.50 Ac.	N/A	---	---	---
9	8.3 Ac.	---	8.30 Ac.	0.83 Ac.	N/A	2.19 Acres[3]	---	---
10 & 26 15 & 28 11 & 27	13.82 Ac.	---	13.82 Ac.	1.38 Ac.	N/A	1.38 Acres 3.11 Acres[6] 1.68 Acres[6]	---	---
12	30.16 Ac.	1.82 Ac.	28.34 Ac.	2.83 Ac.[7]	N/A		---	2.83 Ac. Cash-in- Lieu[7] 1.82 Ac. ER
13	7.89 Ac.	---	7.89 Ac.	0.79 Ac.	N/A	---	---	0.79 Ac.
14	0.79 Ac.	—	0.79 Ac.	---		---	---	---
15	133.58 Ac.	23.21 Ac.	110.37 Ac.	11.04 Ac.	N/A	---	---	11.04 Ac. MR 23.21 Ac. ER
16	15.99 Ac.	---	15.99 Ac.	1.60 Ac.	N/A	---	---	1.60 Ac.
17	5.0 Ac.		5.00 Ac.	.50 Ac.	---			0.5 Ac.
18	2.13 Ac.	---	2.13 Ac.	0.21 Ac.	---	---	---	0.21 Ac.
19	0.71 Ac.	---	0.71 Ac.	---	✓	---	---	---
20	0.91 Ac.	---	0.91 Ac.	---	✓	---	---	---
21	1.15 Ac.	---	1.15 Ac.[8]	---	---	---	---	1.15 Ac.
22	3.07 Ac.	---	3.07 Ac.	0.31 Ac.	---	---	---	0.31 Ac.
23	3.94 Ac.	—	3.94 Ac.	0.39 Ac.	N/A	---	---	2.79 Ac.[9]
24	2.75 Ac.	---	2.75 Ac.	0.28 Ac.	✓	—	---	0.28 Ac.
25	1.07 Ac.[10]	—	1.07 Ac.[10]	—	---	---	---	---
TOTALS	369.29 Ac.	36.83 Ac.	332.76 Ac	32.22 Ac.[11]		14.63 Acres	11.8 Acres	25.03 ER 18.67 MR + Cash-in-lieu

	MR	ER
Reserves Provided	14.63 Acres	11.80 Acres
Reserves Proposed	18.67 Acres	25.03 Acres
Projected Total	33.3 Acres[12]	36.83 Acres

Gross Developable Area = 332.76 Acres
10% MR Requirement = 33.2 Acres
MR Projected = 33.3 Acres

1. All calculations are in acres. Calculated as: 10% (parcel size - [estimated environmental reserve]).
2. PUL subsequently converted to ER - added 0.30 acres as ER.
3. In City ownership, not dedicated as reserve parcel, recommended for open space.
4. Developed as multi-family residential, no reserve required as no subdivision occurred.
5. Given to City in exchange for density transfer, site recommended for open space.
6. Site 27 (1.68 acres MSR) and Site 28 (3.11 acres) obtained for Joint Use site.
7. Outline plan approved; no tentative plan submitted to date. MR (est. of 2.82 acres to be provided as cash in lieu as per recommendation of the Outline Plan) therefore, not included in total.
8. In City ownership, not identified as reserve parcel, recommended for open space.
9. Deferred Reserved Caveat for 2.79 acres from Parcel 1 (Prominence Point).
10. City owned parcel, site recommended for open space (site not counted in totals, as already counted as part of Parcel 5).
11. Does not represent 10 percent of gross developable area as a number of parcels were under 2 acres or developed as multi-family, therefore no reserves required.
12. Assumes most undeveloped parcels will be subdivided and includes City owned land which is not reserve but proposed for open space under the revised Patterson Heights Plan.

Once Patterson Heights is subdivided and developed, it will meet the City standard for functional open space in suburban communities of 2.2 ha. per 1,000 persons, as illustrated in Table 6. However, in order for Patterson Heights to achieve the City target for new areas, a number of City owned sites as identified on Map 12, and one site in which the City has an interest, need to be incorporated into the proposed open space and pathway system and designated to reflect future open space use. In addition to municipal reserve (developable) lands, Patterson Heights will be well supplied with environmental reserve (undevelopable) lands.

The original Cell "A" Concept Plan listed approximately 12 percent or 50 acres of the total area as reserve. While this earlier Plan did not detail the method by which reserves would be obtained, the actual land use plan identified two Joint Use sites along with a community association lease site. In addition, extensive areas of natural open space were identified. However, the Planning Act, 1977 does not permit the acquisition of parks (except by purchase by the City) from parcels not subdivided or smaller than two acres in size. This, coupled with the numerous and fragmented ownership patterns made it difficult, if not impossible to achieve the Concept Plan as proposed. In suburban areas of Calgary, large tracts of land are usually owned or optioned by a single developer. Consequently, it is relatively easy in these sections of the city to acquire reserve sites for school and park purposes. While the fragmented ownership pattern in Patterson Heights obviously made the acquisition of the Joint Use lands more difficult, it was further complicated by topographic constraints and the requirement for suitably located and sized sites, with reasonable grades in order to develop the needed facilities.

As indicated above, the original Cell "A" Concept Plan provided for two Joint Use sites. A revised location for the larger joint use site was approved under the 1981 Concept Plan. A subsequent redesignation for the C.F.C.N. lands resulted in the elimination of the smaller joint use site. The Public School Board in evaluating its school requirements for the area, deemed the smaller site surplus to their needs and it was approved for multi-family residential development with a maximum density of 29.6 units per hectare (12 units per acre). The 1981 Concept Plan was never amended to reflect this change. This Concept Plan confirms that only one joint use site is required in Patterson Heights.

Due to concern expressed regarding the acquisition of Joint Use lands, the 1981 Concept Plan proposed a strategy for acquiring joint use sites, and recommended their acquisition as a priority over the acquisition of other reserve sites such as tot lots. That review also recommended that the City not purchase additional lands just to realize a 10 percent reserve dedication as the community would also be supplied with environmental reserve lands.

TABLE 6
PROJECTED FUNCTIONAL/GENERAL OPEN SPACE STANDARDS[1]

OPEN SPACE	PATTERSON HEIGHTS[2]		PATTERSON HEIGHTS AND COACH HILL[3]	
	PROJECTED POPULATION		PROJECTED POPULATION	
	AVERAGE 5332	STRUCTURE TYPE 5974	AVERAGE 8892	STRUCTURE TYPE 9435
General (PH 28.38 ha PH [illegible] CH 38.138 ha)[2]	5.3 ha/1000	4.8 ha/1000	4.3 ha/1000	4.0 ha/1000
Functional[4] (PH 13.47 ha. (PH & CH 20.393 ha)	2.5 ha/1000	2.3 ha/1000	2.3 ha/1000	2.2 ha/1000

1. City's Functional Open Space Standard is 1.5 ha/1,000 people; target for new areas is 2.2 ha/1,000 people.

2. General Open space includes municipal and environmental reserve and other open space.

   Open Space:

Patterson Heights -	ER	14.910 ha	(35.84 ac.)	Coach Hill -	MR	6.916 ha	(17.10 ac.)
	MR	13.477 ha	(33.30 ac.)	Road Green		2.835 ha	(7.01 ac.)
	TOTAL	28.387 ha	(70.14 ac.)	TOTAL		9.751 ha	(24.11 ac.)

Patterson Heights & Coach Hill -	MR	20.393 ha	(50.39 ac.)
	ER	14.910 ha	(36.84 ac.)
	Road Green	2.835 ha	(7.01 ac.)
	TOTAL	38.138 ha	(94.24 ac.)

3. Provided for comparable purposes as the communities of Patterson Heights and Coach Hill comprise the Coach Hill/Patterson Heights Community Association. Proposed population for Cell "B" (Coach Hill) by population average is 3560; by structure type, 3461.

4. Functional Open Space includes reserve lands and other developable open space not designated as reserve land.

The Community Association is currently attempting to pursue the purchase of the "Horizon Village" site, located at 5902/5710 Coach Hill Road S.W. for parkland through a tax levy (i.e., local benefit by-law). This site would be the focus of the community's "Brickburn Multicultural Park" concept. If acquired by the community, the total amount of open space (developable) will be in excess of 10%.

Resident satisfaction levels with open space are understandably low in view of limited open space development. Parks and open space concerns focus on the acquisition, identification, and the development of an open space and pathway system for the community. The need to establish a continuous pedestrian/cyclist linkage system between open space components within the community and with adjacent communities was also expressed by numerous residents.

Patterson Heights has some distinctive open space characteristics, particularly the extensive ravines which should be preserved and enhanced. Still other elements, such as boulevards, medians, and other public owned lands should be planted to improve the aesthetics of the community. Some planting currently exists on medians and boulevards; however, it is discontinuous and should be supplemented or provided where it does not currently exist.

The Crandel house, constructed in 1905, is located in the northeastern portion of Patterson Heights and is presently owned by Stu Hart. The house has been identified by the Planning & Building Department as a potential heritage site. Consideration of the Crandel House for historic designation has been expressed by the Community Association.

3.2.2 Community Facilities

Similar to parks and open space, community facilities are critical elements in maintaining a neighbourhood's quality. There are a wide range of community services/programs which can be provided by the community association. While funds are now available for the development of a community association facility, selection of an appropriate site has been the subject of considerable review.

TABLE 7
COMMUNITY ASSOCIATION LEASE SITE - SITE ALTERNATIVES

SITE (MAP 13)	LOCATION AND SITE SIZE	LAND USE DESIGNATION	COMMENTS
1.	6204 Coach Hill Road S.W. (6.36 acres)	PE	o Four acres of Coach Hill Joint Use Site (JUS) currently proposed for the community association facility.
2.	550 Prominence Way S.W. (2.75 acres) 404 Prominence Way S.W. (1.07 acres) 6204 Coach Hill Road S.W. (6.36 acres)	UR UR PE	o Would involve: - land exchange with Covenant Evangelical Church, - transfer (disposal) of reserve lands, - consolidation with 1.07 acre City owned site to the east, - relocation of church site (2.75 ac.) to northern portion of the Coach Hill JUS site to the south, where the community facility is currently proposed.
3.	1009 Prominence Way S.W. (1.4 acres) 6204 Coach Hill Road S.W. (16.36 acres)	RM-1 PE	o Occupied by the "Round House". o Insufficient site size to accommodate all programs, need area for expansion. o Access from local residential road could cause future conflicts. o Four acre site currently proposed would remain as open space.
4.	1020 Prominence Hill S.W. (3.11 acres) 1008 Prominence Hill S.W. (1.38 acres) 404 Prominence Way S.W. (1.07 acres) 550 Prominence Way S.W. (2.75 acres) Eastern Half of 1220 and 1120 Prominence Hill S.W. (3.11 acres) 908 Prominence Hill S.W. (3.94 acres) 6204 Coach Hill Road S.W. (6.36 acres)	DC (10Z83) PE UR UR UR & PE UR PE	o Would involve: - land exchange and transfer (disposal) of reserve to relocate the owner of the 3.11 acre site on Prominence Way to southwest corner of Patina Drive S.W. and Prominence Way S.W. to accommodate residential uses; - land exchange and transfer (disposal) of reserve to relocate church site to a 2.75 ac. portion of the Coach Hill JUS; - the community association would in turn relocate its facility to the 2.75 ac. church site and consolidate it with the adjacent 1.07 ac. City owned site to the east; - negotiations with the owner of the 3.94 ac. site to obtain 2.79 ac for which the City has a deferred reserve caveat for use as open space.

TABLE 7
Continued ...

SITE (MAP 13)	LOCATION AND SITE SIZE	LAND USE DESIGNATION	COMMENTS
5.	908 Prominence Hill S.W. (3.94 acres) 1008 Prominence Hill S.W. (1.38 acres) 6204 Coach Hill Road S.W. (6.36 acres)	UR PE PE	o Would involve: - negotiation and purchase of existing residence on the site; - City has deferred reserve caveat for 2.79 acres of the 3.9 acre site - consolidation with City owned PE site to the north. - four acre site currently proposed would remain as open space.
6.	1020 Prominence Hill S.W. (3.11 acres) 1008 Prominence Hill S.W. (1.38 acres) 908 Prominence Hill S.W. (3.44 acres) 1009 Prominence Way S.W. (1.4 acres) 6204 Coach Hill Road S.W. (6.36 acres)	DC (10Z83) PE UR, and RM-1 PE	o Would involve: - reconfiguration of the 3.11 acre site to provide for a developable site of similar size adjacent to Prominence Hill. - the eastern half of the 3.11 acre site could then be developed in conjunction with the 1.4 acre Round House site to the north. - four acre site currently proposed would remain as open space.
7.	1020 Prominence Hill S.W. (3.11 acres) 1008 Prominence Hill S.W. (1.38 acres) 550 Prominence Way S.W. (2.75 acres) 404 Prominence Way S.W. (1.07 acres) 6204 Coach Hill Road S.W. (6.36 acres) Eastern half of 1220 and 1120 Prominence Hill S.W. (3.11 acres)	DC (10Z83) PE UR UR PE	o Would involve: - land exchange with the owner of the 3.11 acre site on Prominence Way and relocation of residential uses to the southwest corner of Patina Drive S.W. and Prominence Way S.W.; - land exchange and transfer (disposal) of reserve to relocate church onto a 2.75 acre portion of Coach Hill JUS; - church land to be used in conjunction with 1.07 ac. City owned site to east as open space; - locating the community association facility on lands south of JUS (1020 and 1008 Prominence Hill S.W.); - negotiation with owner of 3.94 acre site to obtain 2.79 ac. for which the City has a deferred reserve caveat for use as open space.

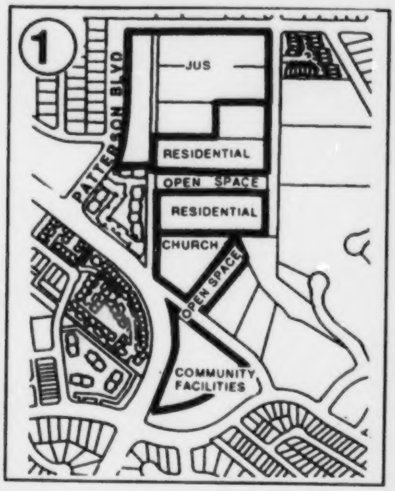
TABLE 7
Continued ...

SITE (MAP 13)	LOCATION AND SITE SIZE	LAND USE DESIGNATION	COMMENTS
8.	60 Patterson Boulevard S.W. (2.85 acres)	PE	o Would involve: - development of shared facilities with proposed school on the southeast corner of Patterson Boulevard S.W. and Patina Drive S.W. - however, School Board has no plans to construct school for some time. - four acre site currently proposed would remain as open space with possibility to still undertake a land swap with the church in the future. Such a land exchange and transfer (disposal) of reserve would relocate the church onto a 2.75 acre portion of the Coach Hill JUS, and the church land could be used in conjunction with the 1.07 acre City-owned site to the east as open space.
	1220 Prominence Hill S.W. (3.11 Acres)	UR	
	1120 Prominence Hill S.W. (3.11 Acres)	PE	
	1032 Prominence Hill S.W. (1.68 Acres)	PE	
	6204 Coach Hill Road S.W. (6.36 Acres)	PE	

The original Cell "A" Concept Plan and the 1981 Concept Plan identified a requirement for a community association lease site in the north central portion of the Plan area (CR). A portion (four acres) of the Joint Use site, designated PE and located east of Old Banff Coach Road and north of Coach Hill Road S.W. is currently proposed for the development of the community association facility. This site originally proposed for a separate elementary school, has been declared surplus to the needs of the Separate School Board. While preliminary designs have been drawn up for the site, the Community Association has expressed a need to re-evaluate this location in an attempt to achieve the best location and configuration to serve both Patterson Heights and Coach Hill. Concerns expressed, with respect to the current site, include distance and accessibility to the playing fields (which will be developed on the Joint Use site to the north), as well as safety concerns associated with vehicular and pedestrian access adjacent to Old Banff Coach Road and Coach Hill Road. As part of the review of the Cell "A" Concept Plan, a number of alternative locations were examined. These are outlined in Table 7 and illustrated on Map 13. They include a range of alternative locations, including the reconfiguration of existing parcels within the central portion of the Plan area adjacent to the Joint Use Site, development in conjunction with the proposed school to be located on the Joint Use site, and a land exchange with the Covenant Evangelical Church (which owns the site to the north of the site currently identified for the community facility). These alternatives have been reviewed by the Planning & Building and Parks and Recreation Departments, the Public School Board, the community, and the affected landowners in order to determine the most feasible site.

The final and timely selection of a site is critical as the Community Association must begin construction of a building (i.e., break ground) by 1992 August 19, in order to retain the C.R.C. grant funds awarded them in 1990.

At its meeting of 1991 May 21, the Coach Hill/Patterson Heights Community Association reviewed the range of alternatives and identified the option of locating the community association facility on the Patterson Heights Joint Use Site, as their preferred alternative. This location is acceptable to the Planning & Building and Parks & Recreation Departments, and the Public School Board and could provide the opportunity for shared use of community and school facilities in the future. The site has also been reviewed by and approved in principle by the Joint Use Coordinating Committee.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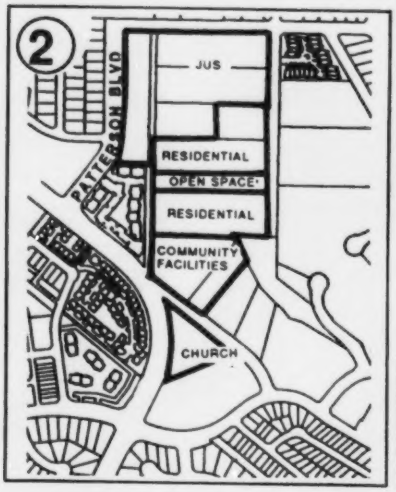
PATTERSON BLVD
JUS
RESIDENTIAL
OPEN SPACE
RESIDENTIAL
CHURCH
OPEN SPACE
COMMUNITY FACILITIES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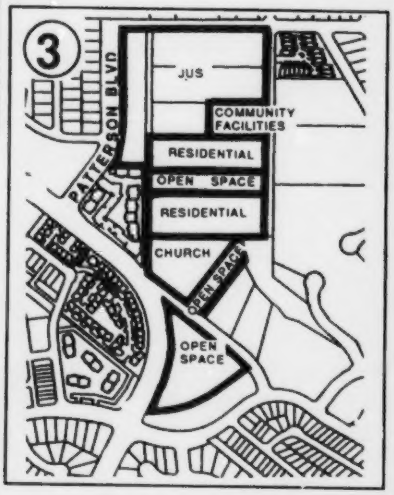
PATTERSON BLVD
JUS
RESIDENTIAL
OPEN SPACE
RESIDENTIAL
COMMUNITY FACILITIES
CHURCH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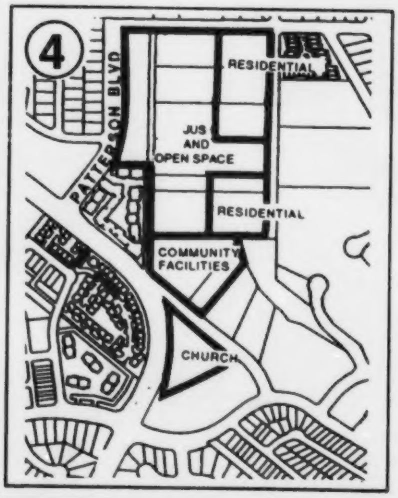
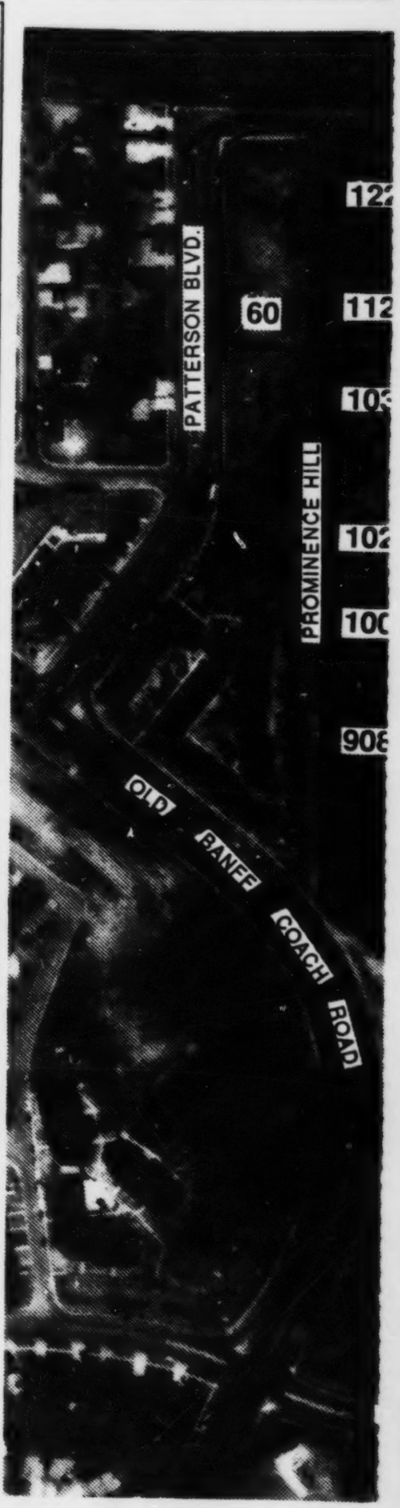
PATTERSON BLVD
JUS
COMMUNITY FACILITIES
RESIDENTIAL
OPEN SPACE
RESIDENTIAL
CHURCH
OPEN SPACE
OPEN SPACE

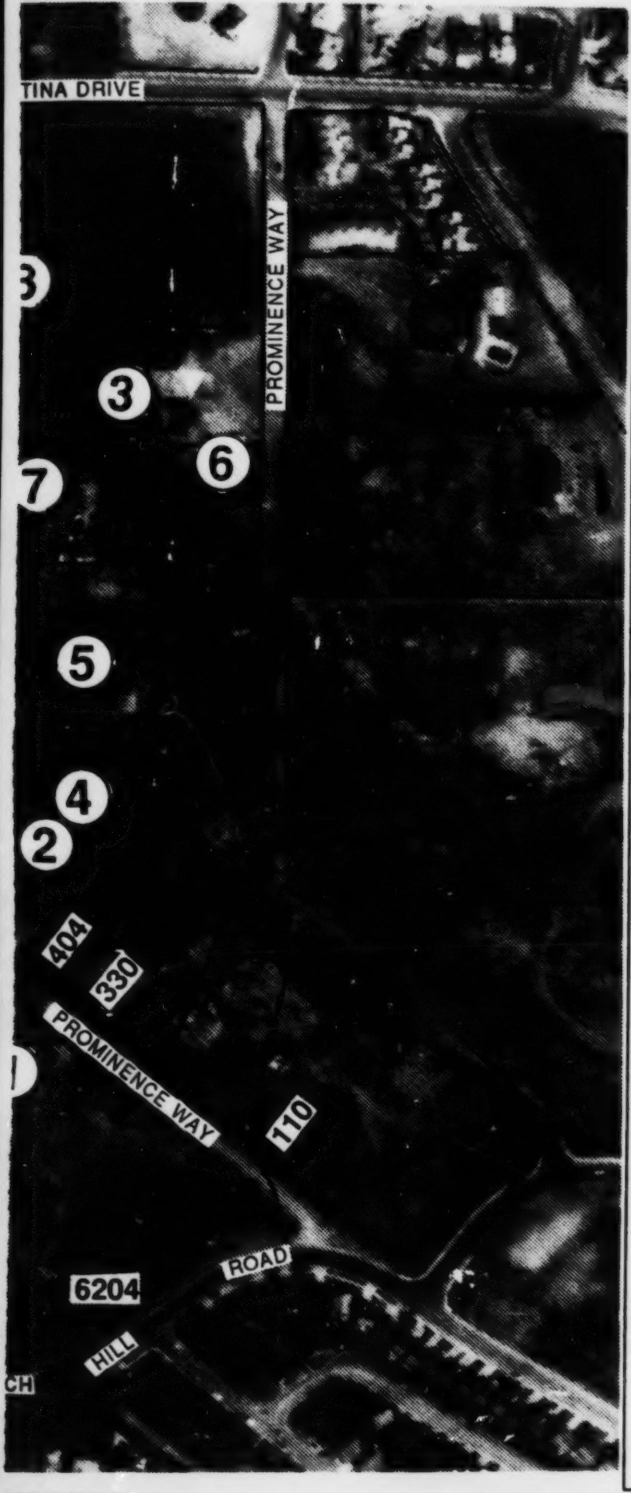

4
PATTERSON BLVD
RESIDENTIAL
JUS AND OPEN SPACE
RESIDENTIAL
COMMUNITY FACILITIES
CHURCH

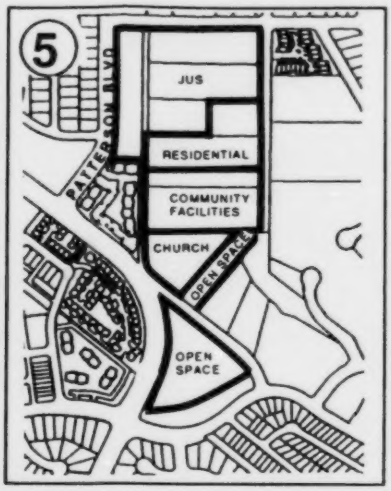

PATTERSON BLVD.
60
PROMINENCE HILL
OLD BANFF COACH ROAD

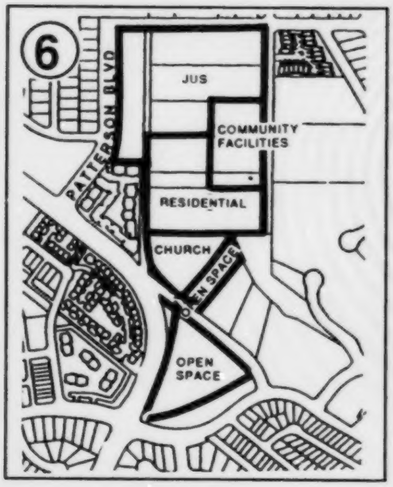
LEGEND

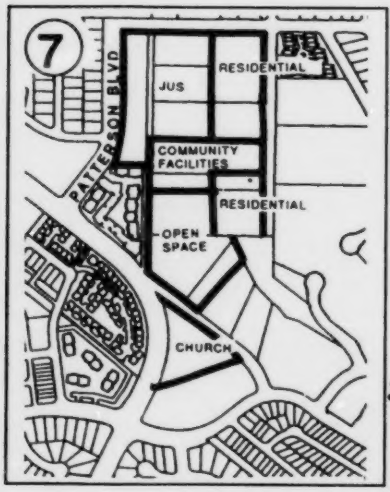
⑥	IDENTIFIES LOCATION OF COMMUNITY FACILITIES
*	PREFERRED ALTERNATIVE
1220	MUNICIPAL ADDRESS

SITE ALTERNATIVES ARE DESCRIBED IN TABLE 8.


TINA DRIVE
PROMINENCE WAY
3
3
6
7
5
4
2
404
330
PROMINENCE WAY
110
ROAD
6204
HILL
CH


5
PATTERSON BLVD
JUS
RESIDENTIAL
COMMUNITY FACILITIES
CHURCH
OPEN SPACE
OPEN SPACE


6
PATTERSON BLVD
JUS
COMMUNITY FACILITIES
RESIDENTIAL
CHURCH
OPEN SPACE
OPEN SPACE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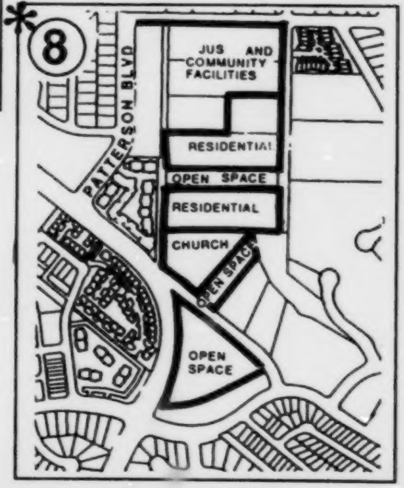
PATTERSON BLVD
JUS
RESIDENTIAL
COMMUNITY FACILITIES
RESIDENTIAL
OPEN SPACE
CHURCH


*8
PATTERSON BLVD
JUS AND COMMUNITY FACILITIES
RESIDENTIAL
OPEN SPACE
RESIDENTIAL
CHURCH
OPEN SPACE
OPEN SPACE

PATTERSON HEIGHTS

MAP N
13

TITLE
COMMUNITY ASSOCIATION
LEASE-SITE ALTERNATIVES

DATE
August 199

THE CITY OF CALG

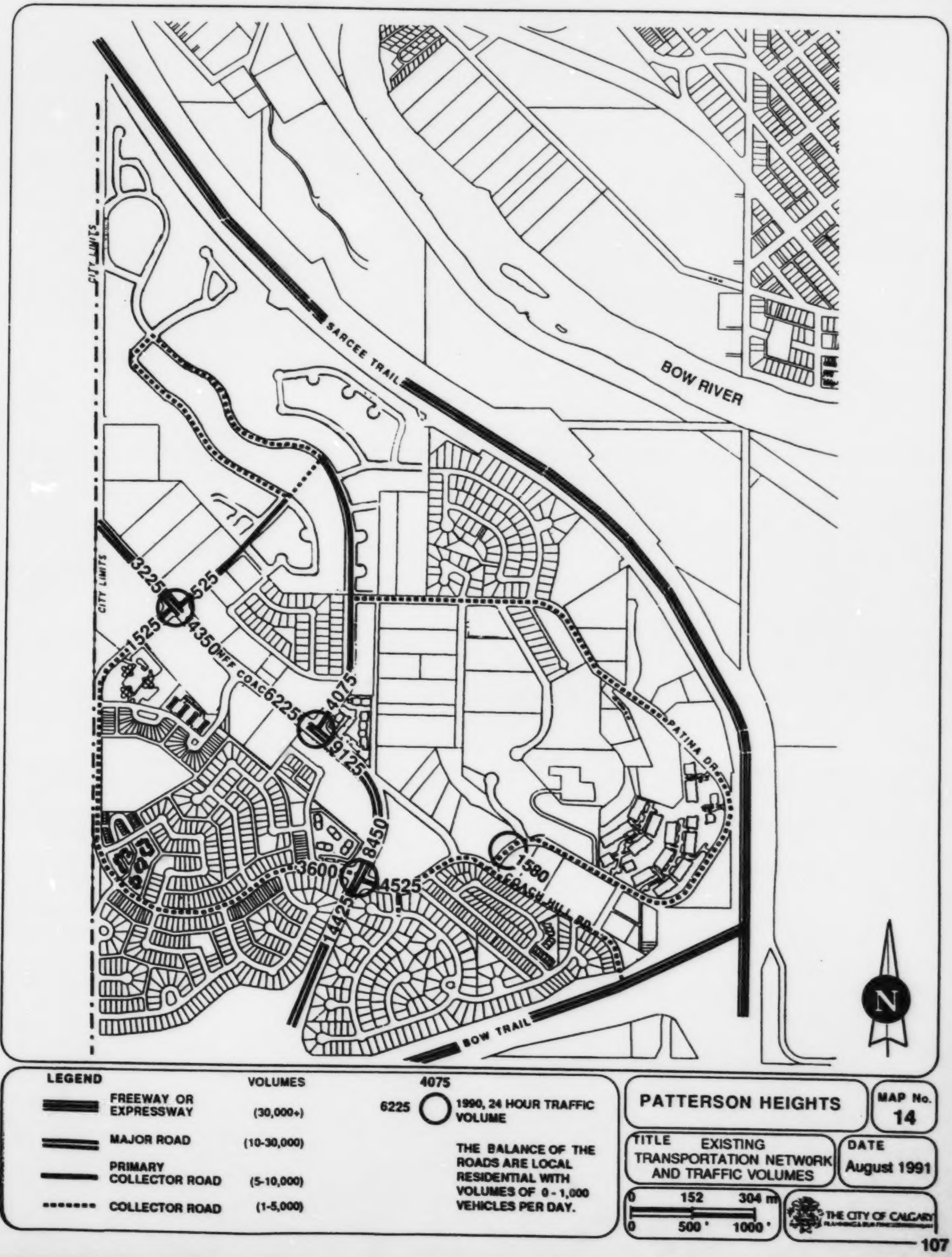
4.0 EXISTING TRANSPORTATION SYSTEM

4.1 ROADWAY SYSTEM

Map 14 shows the network of expressways, major roadways, collectors and local roadways as well as the most recent traffic volume data on selected roadways. For those lands not yet developed, future roads and alignments will be determined at the outline plan stage.

Patterson Heights is well served by a hierarchy of roads. It is served by two freeways; Sarcee Trail which bounds it to the north and east and Bow Trail further to the south. A major roadway, Old Banff Coach Road S.W., borders the community on the southwest. Bow Trail currently ends west of the Old Banff Coach Road/Bow Trail intersection. These roadways provide excellent access to the Downtown, other major employment centres, recreational and institutional facilities in the city and to the Trans Canada Highway. The existing and projected volumes on these roads are expected to stabilize within their environmental capacity. A network of primary collector and collector roadways link the major roads to distribute traffic into the neighbourhood. All other roads within Patterson Heights are classified as local roads.

Currently, there are no major transportation improvements listed in the 1990 Transportation Improvement Priority Study (TIPS) Update that would affect either Patterson Heights or the adjacent community of Coach Hill. Expressway infrastructure will be updated as required (i.e., interchange construction of Sarcee Trail and Bow Trail). There are generally no anticipated requirements for traffic management techniques (e.g., to stabilize volumes or divert traffic) as the roads have been designed to accommodate existing and projected volumes. Exceptions to this include the installation of lights on Old Banff Coach Road and Coach Hill Road and the removal of the truck route designation from Old Banff Coach Road. City Council, at its meeting of 1991 May 6, approved the latter proposal to remove the truck route designation from Old Banff Coach Road S.W. and also reduced the speed limit on the road from 60 km/hr. to 50 km/hr. There are currently no short-cutting traffic problems in Patterson Heights and Coach Hill. However, as lands develop to the west, problems may occur and therefore, recommendations are required to ensure that if problems arise, preventative measures are considered. While the Old Banff Coach Road S.W., as a major roadway, was designed to accommodate some through traffic to the west, volumes are anticipated to stabilize within the environmental guidelines for a major roadway.


CITY LIMITS
CITY LIMITS
SARCEE TRAIL
BOW RIVER
3225
525
1525
4350
NFF COAC
6225
4075
9125
8450
3600
4525
14425
1580
PATINA DR
COACH HILL RD
BOW TRAIL
N

LEGEND

	VOLUMES
FREEWAY OR EXPRESSWAY	(30,000+)
MAJOR ROAD	(10-30,000)
PRIMARY COLLECTOR ROAD	(5-10,000)
COLLECTOR ROAD	(1-5,000)

4075
6225 ○ 1990, 24 HOUR TRAFFIC VOLUME

THE BALANCE OF THE ROADS ARE LOCAL RESIDENTIAL WITH VOLUMES OF 0 - 1,000 VEHICLES PER DAY.

PATTERSON HEIGHTS

MAP No. 14

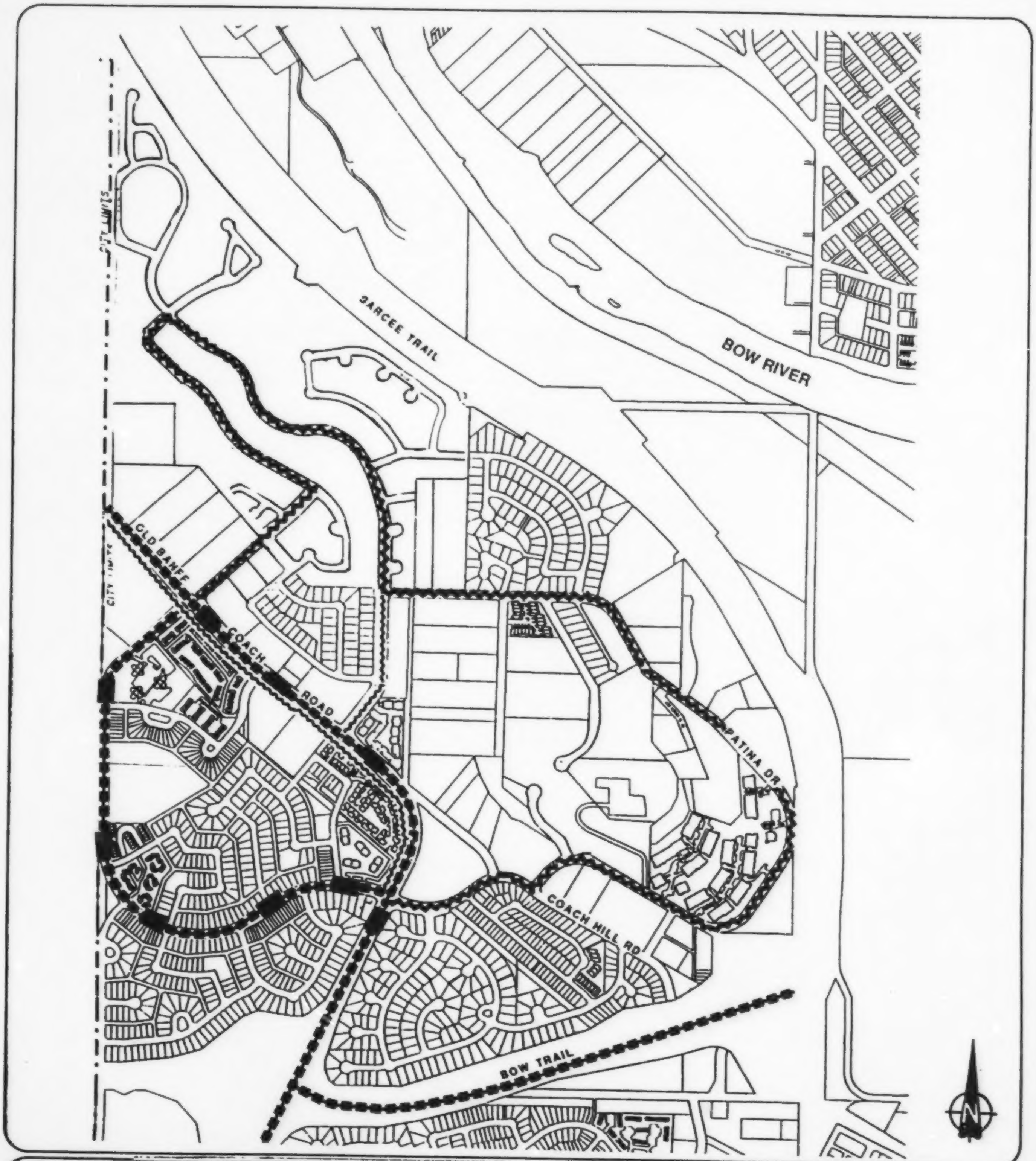
TITLE EXISTING TRANSPORTATION NETWORK AND TRAFFIC VOLUMES

DATE August 1991

0 152 304 m
0 500' 1000'

THE CITY OF CALGARY

Transit service (Route 101) to Patterson Heights is currently available along the Old Banff Coach Road as shown on Map 15. Existing service will be extended within the area in accordance with Transit's operating policies. This area will also be served by bus linkages to the future LRT, proposed along 17 Avenue S.W. The option is available in the long term to provide a bus transfer point at a location just west of the Bow/Sarcee intersection to provide transit service along both a north/south (provision of a flyover) and east/west axis.


CITY LIMITS
SARCEE TRAIL
BOW RIVER
CITY LIMITS
OLD BANFF
COACH
ROAD
PATINA DR
COACH HILL RD
BOW TRAIL
N

LEGEND

EXISTING BUS ROUTE

EXISTING BUS STOPS

PROPOSED BUS ROUTE

INTERIM BUS ROUTE

PATTERSON HEIGHTS

MAP No.
15

TITLE
EXISTING TRANSIT
ROUTES AND STOPS

DATE
August 1991

0 152 304 m
0 500' 1000'

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

4.2 TRANSPORTATION ISSUES

In general, the key transportation issues affecting Patterson Heights are the following:

- Residents have expressed concerns with existing and future levels of traffic leading into and within Patterson Heights, particularly along the Old Banff Coach Road and the portion of Coach Hill Road S.W., east of Old Banff Coach Road. In addition, residents have expressed concern about the fact that Old Banff Coach Road, a major road bisects Coach Hill, and divides the overall community of Patterson Heights/Coach Hill. However, this is the only major roadway into the community and no other alternatives of a similar standard are available.

  The Transportation Department has reviewed existing and projected traffic volumes within Patterson Heights and determined that the transportation system does and will operate within the environmental guidelines established by City Council. The roadway network within Patterson Heights was designed to accommodate the maximum density under the 1981 Concept Plan. While a number of sites within Patterson Heights were subsequently approved at densities in excess of the 1981 Concept Plan maximums, a number of other sites have been developed at below the 1981 Concept Plan potentials. The projected densities for Patterson Heights as outlined in the background information section can be accommodated on the proposed road network.

- Residents have expressed concerns about increased traffic volumes on the Old Banff Coach Road as a result of future development west of the current city limits. According to the Transportation Department, traffic volumes will continue to increase while development takes place within the natural catchment area for the Old Banff Coach Road (including Patterson Heights Coach Hill as well as limited development to the west of the city). Once these lands are developed, it is expected that traffic levels will stabilize within the environmental capacity for the Old Banff Coach Road. Continuing development to the west will be accompanied by the construction of other transportation infrastructure (e.g., Bow Trail extension westward, development of the Transportation Utility Corridor). A review of traffic volumes at the City limits compared to volumes at Old Banff Coach Road and Bow Trail indicate that the majority of the trips on Old Banff Coach Road S.W. are currently generated from the Coach Hill/Patterson Heights community. When Bow Trail is extended westward to accommodate future development west of the City limits, and/or the lands to the west of the city are amended, plan(s) for new areas must recognize the environmental guidelines for Old Banff Coach Road S.W. At that time, mechanisms to ensure traffic levels are consistent with the environmental guidelines for Old Banff Coach Road should be reviewed and undertaken.

- Residents have expressed concern with excessive speeding, particularly along Old Banff Coach Road and traffic congestion and pedestrian safety at the Old Banff Coach Road/Coach Hill Road intersection. Currently there are no signals at this intersection. However, results of a recent traffic study of the truck route designation from Old Banff Coach Road S.W. intersection indicate that signals are warranted and will likely be installed in 1991, subject to budget constraints. Additional signals along the Old Banff Coach Road may be warranted in the future, subject to the rate and amount of development. Recent speed studies conducted by the Transportation Department between 1990 August 23 and 1990 August 30 indicated that the 85th percentile speeds were approximately 70 km per hour. At that time, the posted speed limit was 60 km per hour. City Council however, in approving the removal of the truck route designation from Old Banff Coach Road, also approved a reduction in speed to 50 km on the roadway.

- During the preparation of the revised Concept Plan, residents expressed concerns with truck traffic on the Old Banff Coach Road. In response to resident concerns, City Council, at its meeting of 1991 May 06, removed the truck route designation from Old Banff Coach Road S.W. The following information represents a history of the truck traffic issue.

  The truck traffic is largely generated by uses (e.g., Burnco Rock Products) located west of the City. At its meeting of 1990 April 16, City Council approved the recommendations contained in an Operations and Development Committee Report OD90-42 - Truck Route - Old Banff Coach Road S.W., which are as follows:

  "2. *That the hours that trucks are prohibited from using Old Banff Coach Road S.W. be established as 19:00 hours to 07:00 hours, Monday to Friday all year and all day on Saturday and Sunday from April 1 to November 30.*

  3. *That the Administration be instructed to request that the Calgary Police Service investigate the residents concerns relating to speeding on Old Banff Coach Road S.W. and that enforcement action be taken if required.*

  4. *That the Transportation Department be instructed to conduct traffic counts, speed studies and noise studies on Old Banff Coach Road S.W. in the summer of 1990, to determine if further improvements or alternatives should be sought."*

  Council further directed the Administration to report to the 1991 January meeting of the Standing Committee on Operations and Development (now Transportation, Transit, and Parking Committee) on how the implementation of the Recommendations is resolving the concerns." More recently, at the 1990 September 04 meeting of the Operations and Development Committee, a motion was approved to bring this matter forward to an earlier meeting in the latter part of 1990. This latter motion was made in response to poor compliance by truck operators to the restrictions. Truck volumes together with noise levels in excess of the City's guidelines (due largely to the noise generated by the trucks) support the removal of the truck route designation from the Old Banff Coach Road S.W. Alternate access to the Burnco Rock Product site is available from 16 Avenue N.W. (Trans Canada Highway) at 101 Street W., to Sarcee Trail and into the communities of Strathcona by using Bow Trail, 17 Avenue S.W. or Richmond Road S.W. Burnco could also approach the M.D. of Rockyview to use 101 Street W. to gain access to Lower Springbank and Richmond Road and service the Strathcona communities from this route.

At its meeting of 1990 December 03, the Transportation, Transit, and Parking Committee recommended that the truck route designation be removed. City Council subsequently tabled the item on 1991 January 07, pending discussions between Burnco, the City of Calgary, the M.D. of Rockyview, and the community. The Transportation Department was instructed to bring a report forward to the Transportation, Transit, and Parking Committee.

The truck route issue was subsequently considered by the Committee a number of times. At its meeting of March 19, 1991, representatives of Burnco Rock Products presented an alternative proposal that would close Old Banff Coach Road S.W. to truck traffic, with the provision that special truck route permits be made available to allow trucks from the Springbank pit to make deliveries to the communities north of 17th Avenue S.W. and west of Sarcee Trail (Coach Hill, Patterson Heights, Strathcona and Christie Park) using Old Banff Coach Road S.W. These permits would be valid from 7:30 hours to 18:00 hours, Monday to Friday and would expire after three years, at which time construction in those communities should be complete. Access to communities south of 17 Avenue S.W. and east of Sarcee Trail would be from 101 Street to Richmond Road or from Sarcee Trail. As part of this proposal, Burnco will upgrade their north access route to the Trans Canada Highway to permit year round use.

In response to Burnco's proposal, the Committee on Transportation, Transit, and Parking tabled the item to their 1991 April 23 meeting, in order to allow the Administration to meet with all interested parties.

A meeting was held on 1991 April 21, and the consensus of all parties, with the exception of the community, was that the proposal was a reasonable alternative and would result in an immediate reduction of 75 percent of truck traffic, with that number further reduced to local delivery trips within three years. The community was prepared to accept the proposal with the following additional conditions:

- that the boundary of 17 Avenue S.W. be moved north to Strathcona Drive;
- that the hours of operation be 9:00 hours to 15:00 hours Monday to Friday, except holidays;
- that the number of permits be limited to five, allowing a total maximum of 20 round trips per day with the provision for additional permits to be issued when required for specific projects;
- that all permits expire on 1992 September 30;
- that the truck size be limited to three axles; and
- that the speed limit on Old Banff Coach Road S.W. be reduced to 50 km/h.

Any of these conditions, with the exception of the speed limit, can be specified on a special truck route permit, as instructed by Council.

At its meeting of 1991 April 23, the Standing Committee on Transportation, Transit and Parking adopted the following recommendation:

"1. *That the Law Department be instructed to prepare an amendment to the Truck Routes By-law 60M90 to remove the truck route designation from Old Banff Coach Road S.W.;*

2. *That the Calgary Police Service be requested to give special attention to enforcing the truck restriction;*

3. *That three readings be given to the amending by-law;*

4. *That the Administration be instructed to issue five special truck route permits to a maximum of 30 trips per day, to allow trucks from the Burnco Springbank pit to use Old Banff Coach Road S.W. to service the area north of Strathcona Drive, between 7:30 a.m. and 6:00 p.m., and not on weekends or holidays, and on the basis of restrictions that are contained in the Burnco proposal;*

5. *That the Administration be instructed to monitor the compliance to the truck restriction and the conditions of the special truck route permits and report to the Committee through the Ward Alderman, within one year, if the permit system is being abused;*

6. *That the speed limit on the Old Banff Coach Road be reduced to 50 km/h, for all vehicles;*

7. *That no permits be issued after 1994 June; and*

8. *That a request by Burnco Industries to increase the 30 trucks per day be entertained by the Transportation Department, in consultation with the Ward Alderman."*

- Residents have expressed concern about the aesthetics of noise attenuation walls. Council policy states that both freeways, expressways, major roadways, LRT lines and other rail lines are to be considered for noise attenuation. The developer is responsible for designing and constructing the residential area in such a way as to facilitate the necessary attenuation at the time of construction. Otherwise, if it is determined that noise attenuation is not required within ten years, the City considers the requirement for attenuation under its Noise Attenuation Retrofit list. Homeowners immediately affected by the construction of a noise attenuation fence are consulted as to whether or not such a facility is constructed in the case of a retrofit barrier. Currently, a noise attenuation fence and berm is being constructed adjacent to the multi-family projects being developed in the eastern portion of Patterson Heights, adjacent to Sarcee Trail. Noise attenuation measures have also been recommended for the "north slope" lands adjacent to Sarcee Trail.

- Residents have expressed concerns with the interchange design and timing for the Bow/Sarcee Trail intersection and whether the interchange design could be altered to incorporate a direct connection from the easterly portion of Patterson Heights. This connection could accommodate traffic from the largely multi-family developments in the eastern portion of the community, thereby reducing volumes on Coach Hill Road S.W. to the Old Banff Coach Road.

  A functional plan has been completed and approved by City Council for the Bow/Sarcee Trail interchange, with a "five legged design". Rights-of-way, existing subdivision developments, and site grading have all been established based on these approved plans. Sarcee Trail is a high speed, high standard expressway; as such, the Engineering and Environmental Services Department cannot consider a request to review another interchange connection within a mile of the Bow/Sarcee interchange. In addition, there are no road rights-of-way for a connecting road from Patterson Heights and integral connecting road standards are not designed to handle the level of traffic that would be attracted to such a connection. An additional access onto Sarcee Trail from Patterson Heights could increase short-cutting through the eastern end of the community, and result in high traffic volumes on Patterson Boulevard S.W., Patina Drive S.W., and Coach Hill Road S.W. thereby, exceeding the environmental limit on some roadways. The provision of additional access from the eastern portion of Patterson Heights to the Bow/Sarcee Trail intersection has been reviewed by the Transportation and Engineering and Environmental Service Departments and determined not to be a feasible solution. While a portion of the community sees this option as providing some alternative to the use of Old Banff Coach Road as the only access in and out of the community, ensuring that traffic volumes are maintained within the City's environmental guidelines is considered a more appropriate solution to community concerns.

Council has recently requested the Administration to review road requirements in the area, particularly as they affect the Shaganappi extension across the Bow River. This request has caused the detailed design of the Bow/Sarcee Trail intersection to be considered under review until larger city-wide issues are resolved.

- Residents have expressed a concern with the need for the visual upgrading of the Old Banff Coach Road. In particular, the provision for boulevard trees in the median, from the Bow Trail intersection to the Coach Hill Road S.W. intersection, in order to provide a continuity with the existing boulevard trees in the median located north of the Coach Hill Road S.W. intersection is desired. Generally, a developer is not required to plant trees in the boulevard or the median strip. However, if the trees are there when the City takes over the maintenance, the Parks and Recreation Department will maintain all trees and grass. The Engineering and Environmental Services Department advises that any upgrading in landscaping must be consistent with the line assignments available for the plants of trees and shrubs. Upgrading and/or the provision of planting within the median along the Old Banff Coach Road and other boulevards is being reviewed with Calgary Parks and Recreation in the context of the City Urban Forest Management Policy.

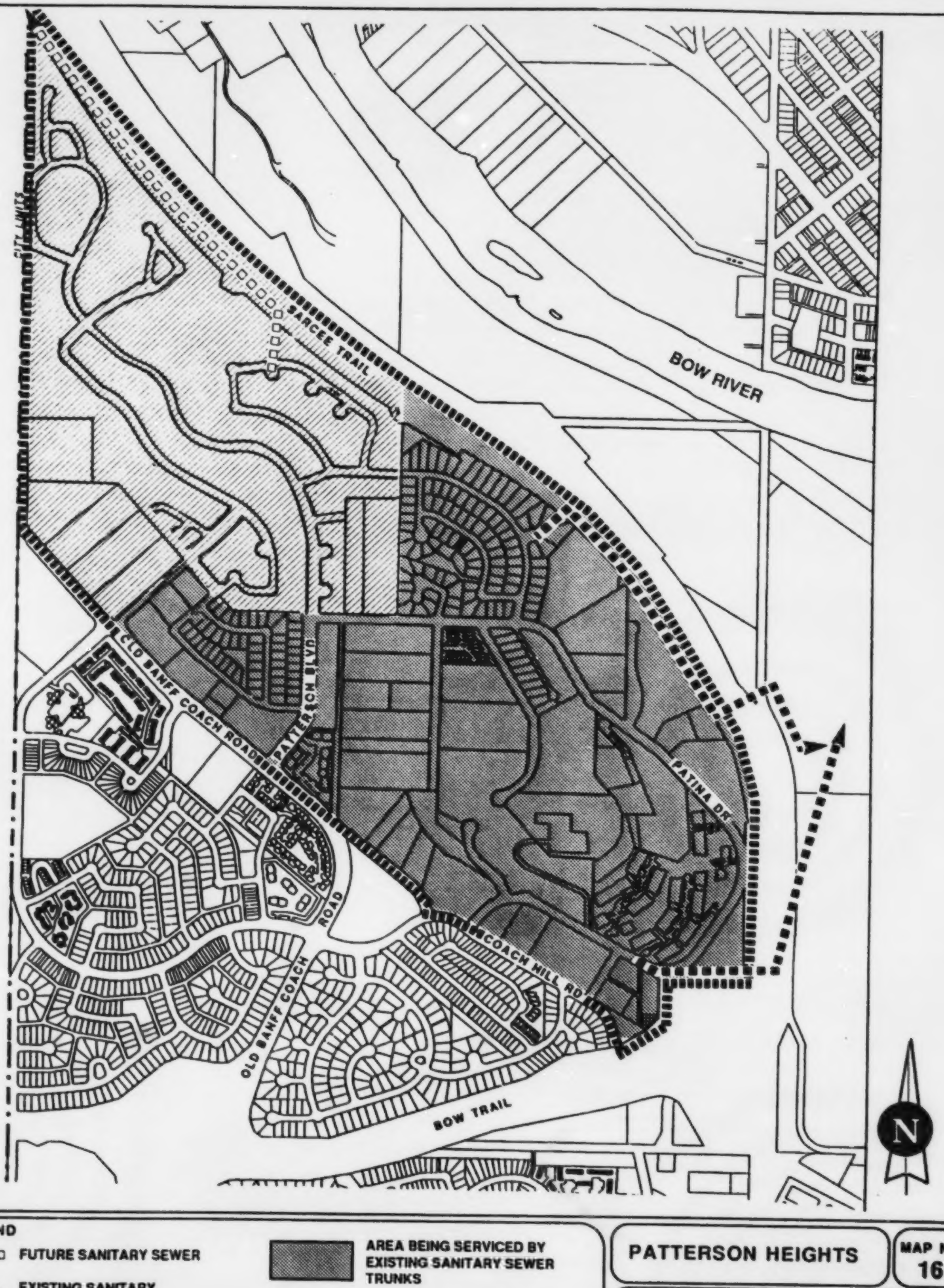
- Residents have expressed a strong concern with the overflow parking problems (cars and R.V.'s) resulting from the large number of multi-family sites developed in the eastern portion of Patterson Heights, particularly along Patina Drive. The Transportation Department advises that Patina Drive, designed as a collector roadway, can accommodate two driving lanes and parking on both sides of the road. The application of a residential parking zone to restrict on-street parking is not generally considered an appropriate resolution in Patterson Heights, as this parking is not third party parking or a traffic problem resulting from a large scale commercial, institutional or recreational development. The people currently parking in the area are residents and their visitors. However, given the strong concern of residents regarding the adequacy of current parking standards for the community, the issue of on-street parking was reviewed with the Transportation Department. The Transportation Department notes that although the transit routing is designed to encourage the use of transit in this area, it is anticipated that the area will be car-oriented in the short term. In view of the current car-oriented suburban context of the community, and the lack of on-street parking potential in comparison with other communities (i.e., not a grid street layout), the provision of additional parking over and above the minimum Land Use By-law requirements may be required, in order to address the potential overspill parking associated with multi-family development. In addition, the sensitive on-site screening and storing of vehicles should be addressed, given that much of Patterson Heights is visible from outside Strathcona.

5.0 UTILITIES

Portions of Patterson Heights are already developed and serviced. The balance of the community can be provided with the necessary utilities for urban development by the extension of existing facilities or the construction of new facilities. Generally, no capacity constraints exist with respect to servicing the area at the development permit stage.

5.1 SANITARY SEWER (MAP 16)

Patterson Heights will be serviced by two sanitary trunks. A portion of the community will be serviced by the existing 53 Street S.W. Sanitary Trunk. The balance of the community (northwest portion) will be serviced by a new sanitary sewer extension from the existing 1,500 mm Boulevard Sanitary Trunk near Shouldice Park. The sewer is sized to accommodate the servicing of the topographical catchment areas beyond Patterson Heights including a portion of the proposed Stonebridge development (Winter Heights) to the northwest.


SARCEE TRAIL
BOW RIVER
CITY LIMITS
OLD BANFF COACH ROAD
PATTERSON BLVD.
PATINA DR.
COACH HILL RD
OLD BANFF COACH ROAD
BOW TRAIL
N

LEGEND

□□□□□□ FUTURE SANITARY SEWER

■■■■■■ EXISTING SANITARY SEWER

▨ AREA REQUIRING NEW SANITARY SEWER TRUNK CONNECTION

▩ AREA BEING SERVICED BY EXISTING SANITARY SEWER TRUNKS

■■■■■■■■■■ STUDY AREA BOUNDARY

PATTERSON HEIGHTS

MAP No. 16

TITLE SANITARY SEWER SERVICING PLAN

DATE August 1991

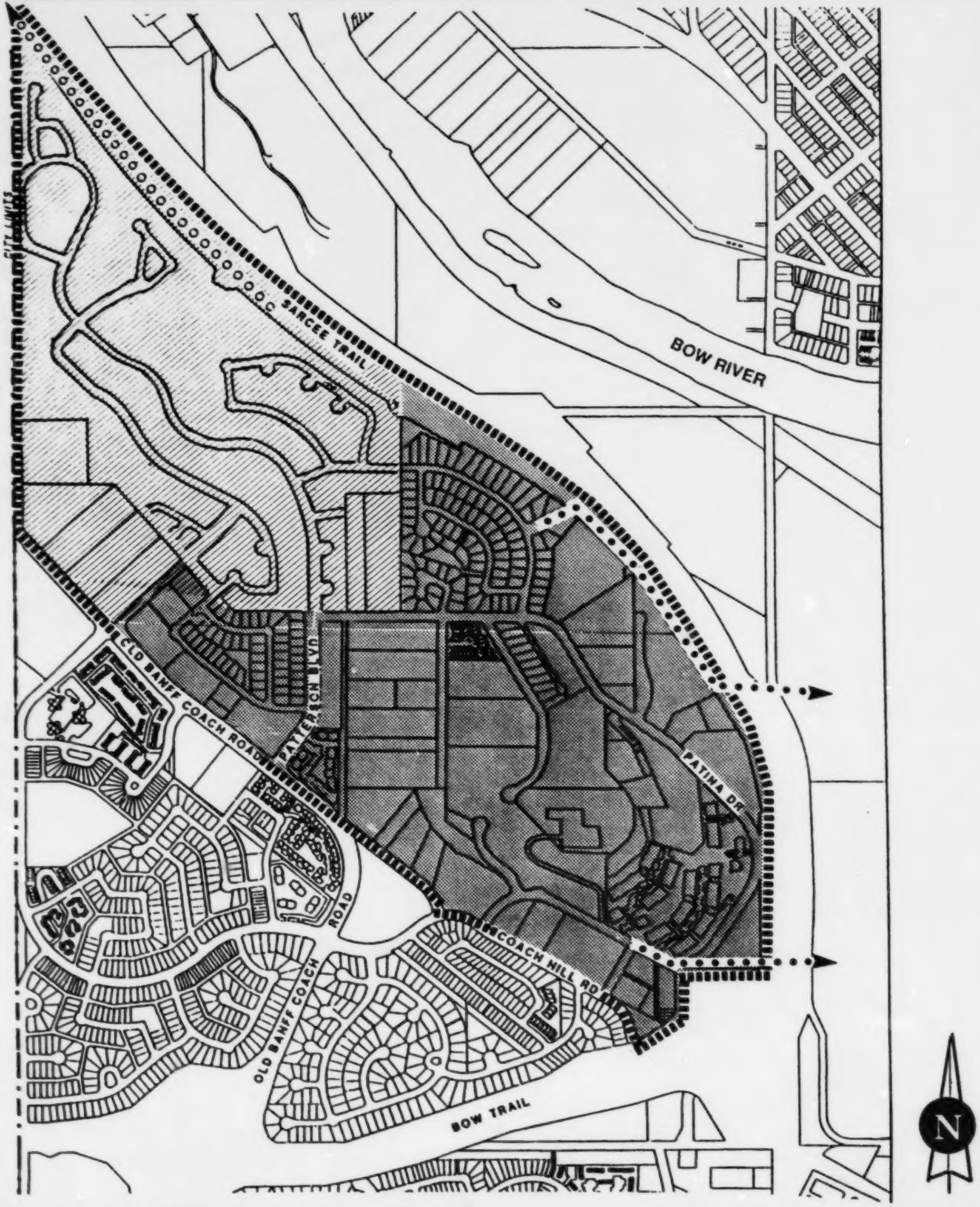
0 152 304 m
0 500' 1000'

THE CITY OF CALGARY

5.2 STORM SEWER (MAP 17)

Patterson Heights will be serviced by existing storm sewer trunks as well as a new storm sewer trunk and outfall. Generally, the southeastern portion of Patterson Heights will be serviced by existing storm sewer trunks and outfalls, while the northwest portion of the community will be serviced by a new storm sewer outfall to the Bow River. The new storm sewer is to be sized to accommodate the servicing of the topographical catchment areas beyond the Concept Plan area, including a portion of the proposed Stonebridge development (Winter Heights) to the northwest.

A detailed stormwater management report for the Concept Plan area serviced by the new storm sewer outfall must be approved by the City Engineer prior to the submission of subdivision construction drawings. The Stormwater Management Report must address the major overland drainage route for the 1:100 year event and integrate the existing drainage features with the future minor and major storm drainage facilities. All potential problem areas are to be mitigated.


CITY LIMITS
SARCEE TRAIL
BOW RIVER
OLD BANFF COACH ROAD
PATTERSON BLVD
PATINA DR
COACH HILL RD
OLD BANFF COACH ROAD
BOW TRAIL
N

LEGEND

○○○○○○○ FUTURE STORM SEWER EXTENSION

• • • • • • EXISTING STORM SEWER

▨ AREA REQUIRING NEW STORM SEWER TRUNK AND OUTFALL

▩ AREA BEING SERVICED BY EXISTING STORM SEWER TRUNKS

▪▪▪▪▪▪▪▪▪ STUDY AREA BOUNDARY

PATTERSON HEIGHTS

MAP No. 17

TITLE STORM SEWER SERVICING PLAN

DATE August 1991

0 152 304 m
0 500' 1000'

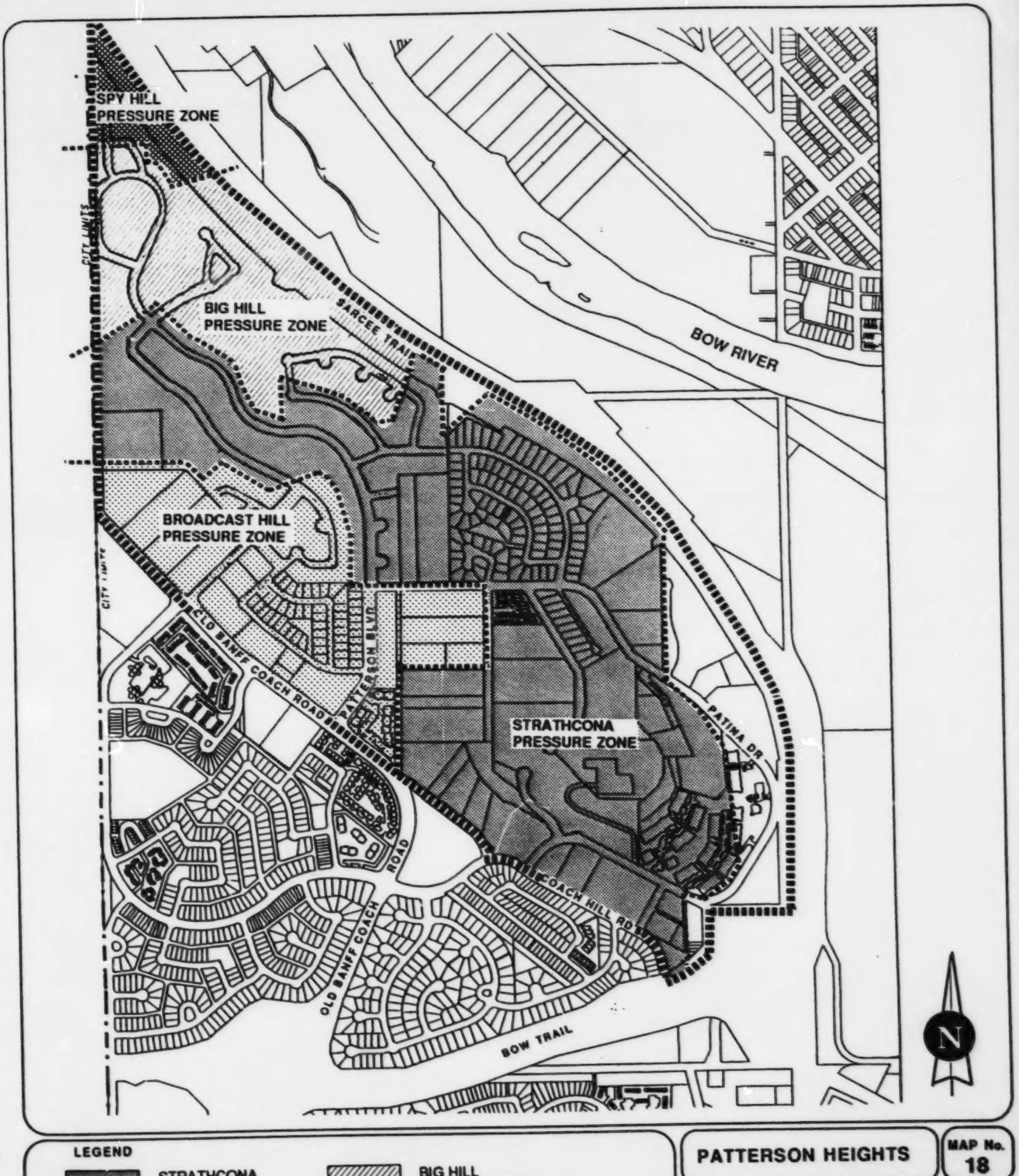
THE CITY OF CALGARY

5.3 WATER (MAP 18)

The majority of Patterson Heights, which is in the Broadcast Hill and Strathcona Pressure Zones, can be serviced by extending existing mains from the south. The balance of Patterson Heights (northern tip) which falls within the Big Hill and Spyhill Pressure Zones can be serviced by pressure reduction from the Strathcona Pressure Zone.

5.4 OTHER UTILITIES

Telephone, gas, power, and other utilities can be made available for development in this area from the existing distribution system.


SPY HILL PRESSURE ZONE
CITY LIMITS
BIG HILL PRESSURE ZONE
SARCEE TRAIL
BOW RIVER
BROADCAST HILL PRESSURE ZONE
CITY LIMITS
OLD BANFF COACH ROAD
PATTERSON BLVD.
STRATHCONA PRESSURE ZONE
PATINA DR
OLD BANFF COACH ROAD
COACH HILL RD
BOW TRAIL
N

LEGEND

▩ STRATHCONA PRESSURE ZONE

▨ BIG HILL PRESSURE ZONE

░ BROADCAST HILL PRESSURE ZONE

▦ SPY HILL PRESSURE ZONE

PATTERSON HEIGHTS

MAP No. 18

TITLE WATER SERVICING PLAN

DATE August 1991

0 152 304 m
0 500' 1000'

THE CITY OF CALGARY

6.0 COMMUNITY SERVICES

6.1 POLICE SERVICE

The plan area is serviced from Police District Office #2, located at 4506 - 17 Avenue S.W.

6.2 FIRE PROTECTION

The closest fire station to the plan area is Fire Station #29, located at 7027 Coach Hill Road S.W.

6.3 LIBRARY SERVICE

The closest Calgary Public Library Board is located in the Shaganappi Multi-Services Centre at 3415 - 8 Avenue S.W.

6.4 SOCIAL SERVICES

Municipal social services are provided from the Shaganappi Multi-Services Centre at 3415 - 8 Avenue S.W. The closest Provincial social services office is at 1240 Kensington Road N.W.

6.5 PUBLIC HEALTH SERVICES

The Shaganappi Multi Services Centre provides public health service. The nearest hospital is the Foothills Hospital, approximately five kilometres (three miles) away.

APPENDIX

APPENDIX A

GLOSSARY OF DEFINITIONS AS CONTAINED IN THE CITY OF CALGARY LAND USE BY-LAW (2P80)

APPROVING AUTHORITY	The Calgary Planning Commission or the Development Officer or both, as the context provides.
DC	Direct Control. The purpose of this district is to provide for developments, that, due to their unique characteristics, innovative ideas or because of unusual site constraints,require specific regulations unavailable in other land use districts. This district is not intended to be used in substitution of any other land use district in the Land Use By-law that could be used to achieve the same result.
RR-1	Restricted Residential Single-Detached District. The purpose of this district is to provide for very low density residential development in areas where compatibility with special environmental characteristics is essential (minimum lot width 24 m/78.7 feet; maximum building height 10 m/32.8 feet).
R-1	Residential Single-Detached District. The purpose of this district is to provide for residential development in the form of single detached housing (minimum lot width 12 m [9 m]/39.4 feet [29.5 feet]; maximum height 10 m/32.8 feet).
R-2A	Residential Low Density District. The purpose of this district is to provide for the option of townhouse development at similar densities to single-detached, semi-detached and duplex development in order to increase the variety of dwelling types (maximum density [townhouses] 12 u.p.a.; maximum height 10 m/32.8 feet; minimum lot width varies with use).
RM-1	Residential Low Density Multi-Dwelling District. The purpose of this district is to provide for comprehensive townhouse developments, primarily within outer city areas (maximum density 18-22 u.p.a. depending on provision of underground parking; maximum height 10 m/32.8 feet; maximum height three stories, not exceeding 9 m [29.5 feet] at any eaveline).
RM-4	Residential Medium Density Multi-Dwelling District. The purpose of this district is to provide for a variety of residential dwellings in low profile form in a medium density range (maximum density 60 u.p.a.; maximum height three storeys, not exceeding 9 m [29.5 feet] at any eaveline).

C-1A	Local Commercial District. The purpose of this district is to provide for retail commercial and personal service uses which do not rely on patronage from beyond the immediate neighbourhood (maximum height two storeys, not exceeding an overall height of 10 m [32.8 feet]; maximum site area 2.4 ha [5.9 acres]).
PE	Public Park, School and Recreation District. The purpose of this district is to provide for recreational, educational, and conservation uses.
PS	Public Service District. The purpose of this district is to provide for major institutional services to the public which require areas of land generally in excess of 0.41 ha (1 acre) in size.
UR	Urban Reserve District. The purpose of this district is to protect land from premature subdivision and development.
Single-Detached Dwelling	Means a single residential building containing one dwelling unit, but does not include a mobile home.
Semi-Detached Dwelling	Means a single building designed and built to contain two side-by-side dwelling units, separated from each other by a party-wall extending from foundation to roof.
Multi-Family Dwelling	Means a triplex, fourplex, townhouse, stacked townhouse or apartment.
Townhouse	Means a single building comprised of three or more dwelling units separated one from another by party-walls extending from foundation to roof with each dwelling unit having a separate, direct entrance from grade and includes all row, linked, patio, garden court or other housing which meets such criteria.
Neighbourhood Shopping Centre	Means a shopping centre which provides commercial uses to meet the frequent needs of the immediate neighbourhoods.
Church	Means a building available for the purpose of assembly and worship and may include as accessory uses social, recreational and community activities such as group meetings, banquets, and child care.
Street	Means a public thoroughfare of the City, including sidewalks and borders, which affords a means of access to land abutting it and includes a lane and a bridge.
Major Street	Means a roadway, generally divided and with at-grade intersections, designed to collect and distribute traffic to and from freeways and expressways to less important streets or to major traffic generators.

Primary Collector	Means a divided roadway designed to collect and distribute traffic from major streets to streets of a lesser standard and to serve secondary traffic generators and traffic within a community, with traffic signals at major intersections and direct access permitted to adjacent properties except at major intersections and distinguished from a collector by its higher design volume.
Collector Streets	Means an undivided roadway which services secondary traffic generators and traffic within a community, with traffic signals at major intersections, direct access permitted to adjacent properties except at major intersections and distinguished from a primary collector street only by its lower design volume.
Local Street	Means a discontinuous undivided roadway designed to permit low speed travel within a neighbourhood and direct access to adjacent properties, with intersections at grade and traffic signs or signals provided at intersections with collector streets.
Density	Means the number of dwelling units on a site expressed in dwelling units per acre (u.p.a.) or units per hectare (u.p.ha).
Planning Act or Planning Act, 1977	Means the Planning Act, Revised Statutes of Planning Act, 1977 Alberta, 1980, Chapter P-9, and any amendments thereto or any act substituted therefor.

ADDITIONAL DEFINITION

"Northslope" Lands	Refers to an area of land, approximately 133.6 acres in size and located in the northwest portion of Patterson Heights and legally described as Lot 2, Block Q, Plan 8010 JK; Parcel E and ptn. of F, Plan 6118 FQ; Block A, Plan 6010 FO; and a ptn. of the west 1/2 of Section 26-24-2-5 (Maps 23 W and 26 W).